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BETWEEN THE DEVIL & THE DEEP.

NORTHERNERS RUN.
HARD PRESSED BY ADVANCING NATIONALISTS.

TOWARDS MANCHURIA.

The Northern Army, which now numbers only about 10,000 strong, is, literally, between the devil and the deep. The Nationalists continue to press hard on their heels and, in doing so, have taken several more towns along the Peking-Mukden Railway.

The Northern Army is now at the gates of Manchuria. It remains to be seen whether they will be disarmed or, as is hinted in a despatch, be allowed to enter Manchuria under General Wang Chi—against the express prohibition of Japan and the ill-will of the Manchurian Government.

Traffic along the railway is being restored and there has been little or no fighting.

LITTLE OPPOSITION.

Tongshan, Yesterday. A report has been received that the Nationalist forces in their advance eastward, crossed the (Luanho ?) River to-day, both at Yung-ping-fu and Lanhshien.

The Nationalists are believed to have entered Lanhshien at 7 a.m. to-day, meeting with little opposition.

A Nationalist train is now running to Lanhshien where they have placed two armoured trains. Some rolling stock was found at Lanhshien, left by the retreating Northern Army, but other stations east of Tongshan have been cleared of all rolling stock by the Northern Army in their retreat. Although no definite information has been received, it is believed that Lanhshien bridge has been left intact.

About 2,000 Nationalist troops passed Kuyeh to-day, marching east.

REINFORCEMENTS.

On the other hand, the Northern Army continue to retreat slowly eastward from the Lanhshien area, the majority moving on Changli. General Chang Tsung-chang, their commander-in-chief, is stated to be at Changli. General Chu Yu-pu is reported to be at Shanhaikwan and General Wang Chi at Chinwangtao. The last named is expected to go to Mukden, the capital of Manchuria.

General Pei Chung-hsi, who is directing the Nationalist offensive, intends to remain at Tongshan for a few days, pushing forward reinforcements to the Hon River area.

CHOLERA BREAKS OUT.

Telegraph and telephone communication between Tongshan and Tientsin has been restored, the line now being clear of Northern troops. Chinwangtao, however, the line is still interrupted. There has been an outbreak of cholera among the Nationalist units at Tongshan railway station. One has died and eight are ill.

All is quiet now in the Kailan Mining Administration zone.—British Naval Wireless.

THREE COLUMNS.

Shanghai, Yesterday. After some heavy fighting at Wall, the Nationalist troops under General Pei Chung-hsi continued their advance eastward and occupied Kuyeh on the afternoon of Sept. 12.

The Nationalists are now marching towards Luanchow, in three columns preceded by two armoured trains. The troops are exceptionally well controlled. General Chang Tsung-chang (the Northern commander-in-chief) is at present at Liu-showing, to the west of Peking.

MANCHURIA.

Meanwhile, General Chang Hsueh-liang continues to withdraw all Manchurian troops to Manchuria. The 10th Manchurian Army, which was at Shanhaikwan, is now on its way to Mukden, while 57 troop trains had passed beyond the Great Wall, carrying Manchurian troops, up to the evening of Sept. 11, which suggests that General Chang Hsueh-liang is withdrawing all rolling-stock from the clutches of General Chang Tsung-chang.—Reuter.

GENERAL'S FLIGHT?

Peking, Yesterday. The Nationalists claim to have captured Luanchow on the evening of Sept. 12, and Chang Tsung-

SLEDGE HAMMERS STOLEN!

TRAM PROPERTY.
SHOWS WANT OF SUPERVISION:—MAJ. WILLSON.

RECEIVER'S FOKI SNUBBED.

A most unusual development followed the conviction and sentence of a street coolie in the Police Court this morning, an employee of a man serving a sentence for receiving stolen property asking "What about my master, now?" and being snubbed by the Magistrate.

The street coolie pleaded guilty to two charges of larceny, of some sledge hammers belonging to Hong Kong Tramways, Ltd., and a shovel belonging to the Lam Wah Kee contractors. These articles were taken from near the junction of Des Voeux-road Central and Cleverly-street, said Detective Sergeant Whant.

Take More Care.

Defendant had gone along to a hawker's stall in Upper Lascar Row. He was recognised by a foki as having sold to the stall, on a previous occasion, similar property which had caused the stall-keeper to go to gaol for "receiving." Accordingly, the foki gave defendant into custody.

Major C. Willson, O.B.E., Second Magistrate, observed that the owners should take a little more care. To Mr. W. S. Glen-dinning, outside superintendent of the Tramway Co., his Worship said: "That a coolie can take away large and heavy sledge hammers shows want of supervision."

Sentence of six weeks hard labour was passed.

Who Are You?

Then the foki referred to stepped forward and inquired about his master, meaning that he had now got the man who stole the goods on both occasions (and insinuating that by doing so his master's bona fides had been established).

His Worship said: "I don't know you. Who are you?" On it being explained to him, his Worship told the foki that the master had been convicted of "quite a serious offence, receiving stolen property," and that he was in prison.

AN INDIAN BILL.

RESERVATION OF COASTAL SHIPPING.

OFFICIAL OPPOSITION.

Simla, Yesterday.

The Legislative Assembly began its debate on the motion to refer to a Select Committee the bill for the reservation of coastal shipping to Indian vessels.

Sir George Rainy, a member of the Executive Council, in opposing, declared the bill introduced racial discrimination and asked how the Raj could fight the Governments of South Africa and other dominions against racial discrimination against the Indians when it was being sought to place racial discrimination on the statute book.—Reuter.

RELIGIOUS CONFERENCE.

Geneva, Yesterday.

The Universal Religious Peace Conference committee have recommended that the next conference be held in 1930 and strongly recommended India as the venue; but the decision will be left to the executive committee.—Reuter.

chang is unofficially reported to have fled, while his subordinates are negotiating for the incorporation of their forces in the Nationalist armies.

Some of the Northern troops have scattered and others are reported to have been disarmed by the Manchurian forces on crossing the Luanho River. The surviving Northern troops are reduced to 100,00.—Reuter.

20,000 PRISONERS.

Nanking, Yesterday. General Pei Chung-hsi has wired to the Nationalist military headquarters that he has taken over 20,000 Northern prisoners in the last few days. The captives are being sent to Tientsin.—Reuter.

A SALT GABELLE PROTEST.

POWERS' NOTE.
NANKING ASKED TO RESTORE REVENUE MACHINERY.

ACTION DELAYED.

London, Yesterday. The British, Japanese and French Legations at Peking have sent a joint note to Nanking impressing on the Chinese Nationalist Government the need for the prompt and effective restoration of the Salt Gabelle to its proper functions. Chinese salt revenue is assigned as security for various foreign loans, although its efficient reorganisation by Sir Richard Dane also served to confer immense benefits on China. With the establishment of the Nationalist Government in Nanking it was expected that the recent dislocation of the Gabelle organisation would be rectified, but so far the Nanking authorities have delayed taking the steps necessary to this end.—British Wireless Service.

AUSTRALIA'S WORRY

WORKERS OPPOSE PREMIER'S POLICY.

"STATE OF STRIKE."

Melbourne, Yesterday.

The conference of the Waterside Workers have urged Mr. S. Bruce (the Prime Minister) to arrange for an immediate conference in order to effect a speedier settlement than the enforcement of the Crimes Act or "any other form of vindictive administration."

The shipowners have not yet decided to employ "free labour." One owner declares that many members of the Federation of the Waterside Workers are ready to obey but are overawed by a small coterie of extremists.

Sydney Arbitration Court has decided that a state of strike exists.—Reuter.

AIR MANOEUVRES.

BUDGET PROVIDING NEARLY £1,000,000 MORE.

SIMILAR TO BRITISH.

Paris, Yesterday.

Sir Samuel Hoare, Air Marshal Sig Hugh Trenchard, and Vice-Marshal Scarlett have arrived by air to witness the French air manoeuvres, which begin to-morrow to the south of Paris.

These will be similar to the British air manoeuvres last August. 350 bombers and fighters attacking and defending Paris.

The Budget provides an increase of nearly a million sterling for the Air Force estimates.—Reuter.

AFGHANISTAN.

OPPOSITION TO THE COUNTRY'S MODERNISATION.

Peshawar, Yesterday.

That King Amanullah's plans of reform in Afghanistan are encountering opposition is shown by the news that two leading members of the Shor Bazaar priestly family were arrested together with twenty or thirty other mullahs and are awaiting trial at Kabul on a charge of agitating against the Government.

It is reported that Sardar Usman Khan, ex-Governor of Kandahar, has also been arrested. This news has excited his tribal territory.—Reuter.

AMERICA'S NAVY.

NAVY DEPARTMENT CURTAILING CONSTRUCTION.

Washington, Yesterday.

Mr. Wilbur, Navy Secretary, has stated that though the Navy Department is still convinced of the efficacy of the 10 year construction plan of seventy-one ships, it will urge the Senate in December to approve of the curtailed programme passed by the House of Representatives in March.—Reuter's American Service.

LOCAL SOCCER TO START.

OPENING GAMES.
EXHIBITION MATCH IS FIXED FOR SEPTEMBER 29.

THE MIDWEEK LEAGUE.

In forwarding the following opening fixtures in the local football League the hon. secretary states the League has decided to play an exhibition game to open the season on Saturday, September 29 between Winners of Senior League, season 1927-28, v. The Rest. The game will, if possible, be played on the Hong Kong Football Club ground, kick off at 5 p.m. sharp. The following have been selected to represent "The Rest":

Clark (Police); Hooper (Queen's); Bishop (Club); Everest (K.O.S.B.); Sim (Kow-

LOST AT SEA?

Aviator Missing With Mail.

London, Yesterday.

Lieutenant Demougout, whose seaplane was catapulted from the deck of the liner "Ile de France" with the continental mail from America at ten o'clock on the morning of September 13 near the Irish coast, has not yet arrived at Le Bourget.

There has been no news of him since he took off. Seaplanes from Cherbourg have fruitlessly searched for him and shipping has been warned to look out for him.

The Air Ministry yesterday evening received a message from the British steamer "Mostyn" stating that her crew saw a floating white lifebelt off Lands End.—Reuter.

loon), Hill (Queen's); Pile (Police); Fung King-chung (South China); Gosano (Recreio); Leach (R.A.); and Alexander (K.O.S.B.).

The following reserves were chosen to attend that day: Wynne (Police); McGlinchey (K.O.S.B.); McKelvie (Kowloon); and Rocha (Recreio).

FIRST DIVISION.

October 3.

Small Units v. K.O.S.B., H.K.F.C. ground, 4.45 p.m.

October 6.

Kowloon v. Chinese Ath., Kowloon ground.

R.A. v. Police, Chatham-rd. ground.

Navy v. Queen's, S. China ground.

Recreio v. Small Units, Recreio ground.

H.K. Club v. Spth China, H.K. Club ground.

October 10.

R.A. v. Small Units, Spookumpoo ground, 4.45 p.m.

October 13.

Queen's v. K.O.S.B., Chatham-rd. ground.

R.A. v. Chinese Ath., Spookumpoo ground.

Recreio v. Kowloon, Recreio ground.

H.K.F.C. v. Police, Club ground.

South China v. Navy, S. China ground.

SECOND DIVISION.

October 3.

K.O.S.B. v. Queen's, Chatham-rd. ground, 4.45 p.m.

October 6.

Recreio v. St. Joseph's, Recreio ground.

S. China "A" v. Club, South China ground.

Small Units v. R.A., Chatham-rd. ground.

S. Chinese "B" v. Chinese "B" Chinese ground, H.V.

R.A.F. v. Navy, Navy ground, H.V.

Kowloon v. Eastern, Kowloon ground.

Chinese "A" v. University, H.K.F.C. ground.

October 13.

Club v. Navy, H.K. Club ground.

(Continued at foot of next Column.)

TO-DAY'S DOLLAR.

The closing rate of the dollar on demand, to-day was 2/0 1/16.

AIR MAIL SERVICE TO THE EAST.

DUTCH ENTERPRISE.
DUE TO ARRIVE AT BAGDAD TO-MORROW.

PRESS COMMENT.

Basrah, Yesterday. The aeroplanes forming the first Dutch air mail service to Batavia are due to arrive at Bagdad on the 15th inst. and will embark the Iraq mails for Persia, India, Malaya and beyond.

The "Times of Mesopotamia" laments that the Imperial Airway Service to India has been forestalled despite "endless talk and expensive subsidies" but congratulates the Dutch on their superior enterprise.—Reuter.

ROYAL TOUR.

HEARTY WELCOME AT CAIRO FOR PRINCE AND DUKE.

NO FORMALITIES.

Cairo, Yesterday.

A large and cosmopolitan crowd lustily cheered the Prince of Wales and the Duke of Gloucester, who were wearing mufti, on their arrival from Alexandria, accompanied by King Fuad's First Chamberlain. In conformity with the Prince of Wales' desire to avoid formality, there was no formal ceremony of welcome and no guard of honour.—Reuter.

SPANISH CRISIS.

FIRST OFFICIAL INTIMATION OF THE PLOT.

Madrid, Yesterday.

The first official intimation of the plot in Spain was contained in a Madrid communique stating that a conspiracy in which various elements and persons had participated, aiming at the satisfaction of their personal pride and ambition, had been arranged to take effect last night. It was frustrated by the zeal of the police.

A number of arrests were made and a most exhaustive enquiry is proceeding.

The conspiracy did not interfere with the extensive arrangements to celebrate the fifth anniversary of General Primo de Rivera's regime to-day. This was signalled by granting an amnesty to certain types of criminals, and by the publication of a new penal code.—Reuter.

Parties of children in Government schools, accompanied by a master or mistress, have been kindly given permission by the Director of Education, Mr. A. E. Wood, to visit the Queen's Theatre next week during school hours to see the great jungle film "Chang" which will be screened from Monday to Saturday, along with a captivating little technical colour film, "The Virgin Queen," presenting a romantic incident in the lives of Queen Elizabeth and Sir Walter Raleigh.

Chinese "B" v. S. China "A" Chinese ground, H.V.
S. China "B" v. K.O.S.B., S. China ground.
Queen's v. Small Units, Chatham-rd. ground.
Chinese "A" v. R.A., Spookumpoo ground.

University v. Eastern, Navy ground, H.V.
Recreio v. R.A.F., Recreio ground.
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ENGLAND'S GOLD STANDARD.

RAPID RECOVERY.
AMERICA BUYS GOLD FROM LONDON.

£1 NOW WORTH \$4.85.

New York, Yesterday. It is announced in Wall-street that \$2,500,000 worth of gold purchased through the Bank of England will arrive in the United States on the 21st inst.

It is believed that this will foreshadow possibly a number of shipments which will restore a portion of or may be the whole of the nearly half-a-billion dollars worth of gold exported since last Autumn.

Sterling to-day is quoted at \$4.85, 1-32nd, the lowest point touched this year, and it is now profitable to import gold from England.—Reuter's American Service.

U.S. INDUSTRY.

MR. MELLON REPORTS FAVOURABLY.

"NO CAUSE FOR WORRY."

Washington, Yesterday.

Mr. Mellon, Treasury Secretary, in his report to Pres. Coolidge on the business conditions of the United States states that business is in a satisfactory condition and on a sound basis. Conditions throughout the country generally are good though there are some "spots" in the general industrial situation which is suffering from natural causes.

Economies in the use of coal and the superabundance of mines are largely responsible for the slump in the coal industry, but the bottom has been reached and conditions will henceforth improve.

Over-stimulation during wartime caused a reaction in the textile industry which is also feeling the effect of the manufacture of artificial fabrics.

There is nothing unfavourable in the prospects of the farmers and 1928 should be a good one.

Mr. Mellon's general conclusion is that there is no cause for worry.—Reuter's American Service.

AN ENCYCLICAL.

CALL TO SUPPORT THE ORIENTAL INSTITUTE.

Rome, Yesterday.

A Papal encyclical calls attention to the importance of the Oriental Institute founded by Benedict XV, and appeals for help for the institute in the shape of money, books, codices and pictures. It urges bishops to found special Oriental chairs in all the theological schools.—Reuter.

TATA'S WORKS.

PROTRACTED STRIKE NOW SETTLED.

Calcutta, Yesterday.

The strike and lockout at the Tata Iron and Steel Works at Jamshedpur, which started in June, has been settled as a result of negotiations between the Board of Directors and the Swarajist leader Chanda Bose.—Reuter.

U.S. MARINES.

Shanghai, Yesterday.

It is understood that the American authorities had planned an early withdrawal to Manila of the Fourth Marines, constituting the American garrison at Shanghai, but owing to representations the withdrawal has been postponed until November or December.—Reuter.

MINISTER'S ABSENCE.

Peking, Yesterday.

The German Minister, von Borch, left Peking for Germany via Siberia this morning. Councillor Fischer will be Chargé d'Affaires during von Borch's six weeks' absence.—Reuter.

The police discovered, on Wednesday morning, a case of theft, valued at \$156, the property of the Wing Shing Pat shop, at No. 419, Shanghai-street, Yumshui. The case, it is alleged, was stolen from the shop.

The Police Branch of the M. C. L. will give a ball, whilst drive at the Helena May Institute at 8.45 p.m. on Tuesday, October 2. Tickets, \$1 each, may be had on application to Miss Angus, Police Headquarters.

OFFENCE UNKNOWN IN LAW.

MAN GETS OFF FREE!
MAGISTRATE AND POLICE HAVE NO POWER.

IMPERSONATING IN COURT.

How a man impersonated a defendant on bail, was detected and deliberately lied and defied identification—and then could not be punished—was shown in the First Police Magistrate's Court this morning.

When the name of "Wong Lok-wa" was called, a man stepped forward in answer. The Chinese policeman, who made the arrest, said this was not defendant. The man insisted that he was.

Mr. R. E. Lindell asked the man his age. His reply was 33. That given by defendant in answer to the charge was 26.

The impersonator insisted he was the man taken to the Police Station. His Worship asked if he was willing to have his finger prints taken to be compared with those taken last night. The man assented and his Worship pointed out that he would be asking for trouble if his claim was disproved.

What the Others Got.

The finger prints showed that the man in Court was not the man arrested.

His Worship, to the man: "You come

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SHINYO MARU (Calls Nagasaki) .. Tuesday, 18th September.
SIBERIA MARU (Calls Los Angeles) .. Tuesday, 2nd October.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.

SUWA MARU .. Saturday, 22nd September.
FUSHIMI MARU .. Saturday, 6th October.

SYDNEY & MELBOURNE via Manila & Port.
TANGO MARU .. Wednesday, 19th September.

AKI MARU .. Wednesday, 24th October.
BOMBAY via Singapore, Penang, & Colombo.

↑ NAGATO MARU (omit Penang) .. Thursday, 27th September.
AWA MARU .. Thursday, 11th October.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.

BOKUYO MARU .. Saturday, 29th September.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Port.

KANAGAWA MARU .. Tuesday, 9th October.
NEW YORK AND BOSTON via PANAMA.

↑ MAYEBASHI MARU .. Monday, 24th September.
↑ TOBA MARU .. Tuesday, 23rd October.

LIVERPOOL via Port Said, Geneva, Marseilles.
↑ LIMA MARU (Calls Glasgow) .. Sunday, 21st October.

CALCUTTA via Singapore, Penang & Rangoon.
↑ MORIOKA MARU .. Tuesday, 18th September.

RANGOON MARU .. Sunday, 30th September.
NAGASAKI, KOBE & YOKOHAMA.

AKI MARU .. Friday, 21st September.
SHANGHAI, KOBE & YOKOHAMA.

HAKUSAN MARU .. Monday, 17th September.
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LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombo, Suez and Port Said.

AMAZON MARU .. Sunday, 16th September.
ALASKA MARU .. Thursday, 11th October.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.

HAWAII MARU .. Saturday, 29th September.
LAPLATA MARU .. Friday, 26th October.

BOMBAY—Via Singapore & Colombo.
INDUS MARU .. Thursday, 20th September.

SHUNKO MARU (Calls at Karachi) .. Thursday, 4th October.
BORNEO MARU .. Friday, 19th October.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND
MOMBASA—Via Singapore and Colombo.

CHICAGO MARU .. Friday, 28th September.
CALCUTTA—Via Singapore, Penang and Rangoon.

TACOMA MARU .. Tuesday, 25th September.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and
Japan ports.

LONDON MARU (Sailing from Dairen) .. Friday, 21st September.
MELBOURNE—Via Manila, Brisbane & Sydney.

BURMA MARU .. Saturday, 6th October.
HAIPHONG—Via Hanoi & Pakhoi.

MENADO MARU .. Thursday, 13th September.
NEW YORK—Via Japan ports, San Francisco & Panama.

ARGON MARU .. Thursday, 20th September.
JAPAN PORTS.

AMUR MARU .. Sunday, 16th September.
SANUKI MARU .. Tuesday, 18th September.

SEATTLE MARU .. Tuesday, 18th September.
KEELUNG—Via SWATOW & AMOY.

KISHU MARU .. Sunday, 16th September noon.
HOZAN MARU .. Sunday, 23rd September noon.

TAKAO—Via SWATOW & AMOY.
DELI MARU .. Thursday, 20th Sept. noon.

TAKAO & KEELUNG.
SANUKI MARU .. Tuesday, 18th September.

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SHIPPING SECTION.

COASTAL MOVES.

CHANGES IN SHIPS' PERSONNEL.

NEW APPOINTMENTS.

Captain A. H. Bathurst, from reserve, has gone master, "Hanyang."
Mr. W. D. Cashel, from reserve, has gone third officer, "Anhui."
Mr. E. Wood, chief officer, "Tai-koo Wan Yi," has gone chief officer, "Huichow."

Mr. A. F. Macginnis, chief officer, "Huichow," has gone chief officer, "Talkoo Wan Yi."

Mr. H. Seymour has been appointed third engineer officer, "Kwangsue."

Mr. J. W. E. Tonkin, third engineer officer, "Hupei," has gone third engineer officer, "Shantung."

Mr. G. B. Shotton, third engineer officer, "Shantung," has gone third engineer officer, "Hupei."

Mr. E. C. Fitzpatrick, third engineer officer, "Whangpu," has gone third engineer officer, "Panyang."

Mr. C. J. Hatch, third engineer officer, "Kwangsue," has gone third engineer officer, "Whangpu."

Mr. F. Appleton, third engineer officer, "Shantung," is on reserve.

Mr. W. D. Williams, third engineer officer, "Chenan," is on reserve.

Mr. J. Jamieson, third engineer officer, "Wuchang," has gone third engineer officer, "Chenan."

Mr. E. R. McDiarmid, second engineer officer, "Kwangsue," has gone second engineer officer, "Fatsan."

Mr. J. D. Craig, second engineer officer, "Fatsan," has gone second engineer officer, "Kwangsue."

Mr. A. C. Ford, from Home, has been appointed extra third engineer officer, "Anhui."

Mr. E. Sweet, third engineer officer, "Wosung," has gone third engineer officer, "Sunning."

Mr. C. W. Bainbridge, second engineer officer, "Luchow," is on reserve.

Mr. A. Duncan, from reserve, has gone second engineer officer, "Wenchow."

Mr. A. Knowles, second engineer officer, "Wenchow," is on reserve.

Mr. C. Maberly, third engineer officer, "Sunning," is on reserve.

Mr. D. Watson, third engineer officer, "Chusan," has gone third engineer officer, "Wosung."

Mr. W. D. Williams, from reserve, has gone third engineer officer, "Chusan."

Mr. B. J. Walsh has been appointed third officer, "Sulsang."

Mr. G. L. Gaskill, third officer, "Chipsing," has gone second officer, "Mausang."

Mr. B. E. Bidwell, from reserve, has gone chief officer, "Tuckwo."

Mr. A. C. Newton, chief officer, "Tuckwo," has gone chief officer, "Fuhwo."

Mr. F. A. Maxwell, from reserve, has gone extra second officer, "Tuckwo."

Mr. A. Moloney, third engineer officer, "Kungwo," is on reserve.

Mr. W. Bauld, from reserve, has gone third engineer officer, "Kungwo."

Mr. J. Colquhoun, from reserve, has gone second engineer officer, "Tuckwo."

Mr. M. Hull, from reserve, has gone chief engineer officer, "Slangwo."

Mr. W. Croasby, chief engineer officer, "Slangwo," has gone chief engineer officer, "Luenho."

Mr. H. E. Swaine, third engineer officer, "Luenho," is on reserve.

WORLD SHIPPING.

TOTAL TONNAGE INCREASED BY 1,761,749 GROSS TONS.

GERMANY'S EXPANSION.

The effects of the shipbuilding activity which followed the settlement at the end of 1926 in the British coal-mining industry are

World Fleet. (Million Gross Tons.)

Year.	Great Britain and Ireland	Steam & Sall.	Motor.	World.	Steam & Sall.	Motor.
1894	9.3	2.5	11.8	16.0	8.5	24.5
1904	14.0	1.4	15.4	28.6	6.2	34.8
1914	18.9	0.4	19.3	45.4	3.7	49.1
1924	19.0	0.1	19.1	61.5	2.5	64.0
1925	19.3	0.1	19.4	62.4	2.2	64.6
1926	19.3	0.1	19.4	62.7	2.1	64.8
1927	19.2	0.1	19.3	62.3	1.9	65.2
1928	19.3	0.1	19.9	65.2	1.8	67.0

Since 1924, it will be observed, British steam and motor tonnage

has increased by 800,000 gross tons, or 4.2 per cent. This expansion,

three-fourths of which is accounted for by the addition of 566,328 gross

tons in the last twelve months, compares with an average annual

increment of 3.6 per cent. in the decade immediately preceding the

war. Turning to the world figures, we find that the net increase in

total tonnage in the past five years amounts to 4.7 per cent., against

an annual increase of 4.1 per cent. between 1904 and 1914, while the

tonnage of steam and motor shipping has expanded since 1924 by

6 per cent., or only fractionally more than the average annual

expansion in the pre-war decade. In 1924, it will be noted, the British

proportion of total tonnage afloat was 29.9 per cent., against 39.2

per cent. in 1914, and to-day is 29.8 per cent. Excluding sailing vessels

—now reduced to a figure representing under 2.7 per cent. of the

world's total tonnage—we find that in 1914 there was owned in Great

Britain and Ireland 41.6 per cent. of the world's steam and motor

tonnage; that the great increase in the tonnage owned abroad, during

the next decade reduced this percentage to 30.9 in 1924; and that the

British proportion in 1928 is 30.3 per cent., as compared with 29.5 per cent. a year ago.

In the next table we show the progress in detail of the chief

national ownerships during the past four years, the 1914 figure being

added in each case for purposes of comparison. The tonnage of sailing

vessels, wood and composite steamers, and of the American and

Canadian lake fleets, is excluded throughout in order to illustrate

more clearly the development of the various countries' merchant

marines measured in terms of steel and iron steam and motor shipping

having access to the sea.

Steel and Iron Steam and Motor Ships, excluding Lake Tonnage.

(Million Gross Tons.)

Country.	1914.	1924.	1925.	1926.	1927.	1928.
Great Britain & Ireland	18.9	18.9	19.3	19.2	19.2	19.7
British Dominions	1.4	2.2	2.2	2.3	2.3	2.4
U.S.A.	1.8	11.8	11.6	11.1	10.9	10.9
Italy (a)	2.5	2.7	2.9	3.1	3.4	3.3
Germany	5.1	2.9	3.0	3.0	3.3	3.7
France	1.9	3.2	3.3	3.3	3.4	3.3
Holland	1.5	2.5	2.6	2.6	2.6	2.8
Scandinavia (b)	3.7	4.4	4.8	5.0	5.1	5.4
Japan	1.6	3.7	3.7	3.8	3.9	4.0
Others	4.1	5.2	5.4	5.7	5.5	6.1
World total	42.5	57.5	58.8	59.1	59.6	61.6

(a) Includes Austrian tonnage. (b) Combined fleet of Norway, Sweden, and Denmark.

clearly to be seen in the statistical tables of tonnage included in the new edition of Lloyd's Register Book. As a result, partly of heavier launchings, partly of reduced breaking-up of vessels, the total tonnage owned in the world increased during the twelve months ended June 30, 1928, by 1,761,749 gross tons, as compared with an increase of only 408,540 tons recorded a year ago. The following table summarises the changes in the tonnage owned in Great Britain and Ireland and in the world during the past five years and in three decades from 1894 to 1924:—



CANADIAN PACIFIC

Next sailing to the Pacific Coast

S.S. "EMPRESS OF CANADA"

October 3rd, 1928—At Noon.

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

SEPTEMBER SAILINGS.

DEPARTURE HOURS:
Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"
[1,068 tons—Capt. O. B. Wilks.]

SEPTEMBER.
MON. 17th FRI. 28th
SUN. 23rd

S.S. "TAI MING"
[849 tons—Capt. G. J. Spink.]

SEPTEMBER.
SUN. 16th WED. 26th
FRI. 21st

For information apply to
KWONG WING Co., Ltd.

87, Connaught Road West,
Phone: Central 893.

The Sai Kong (or the West River) is the third largest river in the Chinese Republic and second only to the Yangtze in importance. This magnificent trade route was opened to foreign traffic in 1897, but how many foreigners travel on this important waterway? The scenery along the route is beautiful. We recommend it to any person who wishes to spend a short and economical holiday.

the remarkable growth in foreign over, and the steadily improving ownerships during the past five ratio of British-owned to total years of tonnage 25 years old and "new" tonnage:—

Old and New Tonnage, Excluding Sall.

Year.	Under 5 Year Old.	25 Years Old and Over.
June, 1923	5.57	21.93
" 1924	4.95	16.56
" 1925	4.92	13.09
" 1926	4.55	10.40
" 1927	3.95	8.89
" 1928	4.48	9.69

Five years ago Great Britain possessed little more than 25 per cent. of the total tonnage under five years old; to-day over 46 per cent. of the total "new" tonnage is British-owned. At the other end of the scale the percentage of the British mercantile marine built in 1903 or earlier is 8.8, as compared with 15.4 per cent. for the world total. Moreover, not only has the British merchant fleet—50 per cent. of which is less than ten years old—a relatively high efficiency from the point of view of age, but the British

(Continued on Page 5.)

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF KHARTOUM" Havre, London, Rotterdam, Hamburg & Glasgow .. 24th September.
S.S. "CITY OF DELHI" .. Havre, London, Rotterdam & Hamburg .. 24th October.
S.S. "CITY OF GLASGOW" .. Havre, London, Rotterdam & Hamburg .. 17th November.
S.S. "CITY OF MOBILE" .. London, Rotterdam & Hamburg .. 9th December.

BOSTON, NEW YORK & BALTIMORE

S.S. "CITY OF WELLINGTON" .. via Suez Canal .. 5th October.
S.S. "CITY OF KHOS" .. via Suez Canal .. 26th October.
S.S. "CITY OF PERTH" .. via Suez Canal .. 30th November.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & CUBAN PORTS

S.S. "HIRSHBANK" .. via Suez Canal .. 15th October.

MAURITIUS & SOUTH AFRICA

S.S. "TINKOW" .. 15th November.
Loading for Mauritius, Reunions, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Cape Town.

Through Bills of Lading issued to Beira, Quilimane, Do, Fort Amela, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to—
THE BANK LINE, LTD.
Telephone: Central 4701.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From	Destination
*KALYAN	9,144	15th Sept.	Marseilles, London, Antwerp & Hull.
*KASHGAR	9,005	28th Sept.	Marseilles, London, Antwerp & Hull.
*MIRZAPUR	6,715	12th Oct.	Straits & Bombay.
*MORSA	10,953	13th Oct.	Marseilles & London.
*KIDDERPORE	6,535	24th Oct.	Straits & Bombay.
*KHYA	9,135	27th Oct.	Marseilles, London & Hull.

*Cargo only.

*Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

*GAMBADA	5,307	20th Sept.	Singapore, Penang & Calcutta.
*TAKADA	6,949	1st Oct.	Singapore, Penang & Calcutta.
*TALAMBA	8,018	13th Oct.	Singapore, Penang & Calcutta.
*TALMA	10,000	19th Oct.	Singapore, Penang & Calcutta.

*Cargo only.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	12th Sept.	Manila, Sandakan, Thursday Island.
ARAFURA	6,955	30th Nov.	Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,000	2nd Nov.	
ST. ALBANS	4,500	28th Dec.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hanoi, Cebu, Kolumban, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TALAMBA	8,018	17th Sept.	Amoy, Moji, Kobe, Y'hama & Osaka.
*MIRZAPUR	6,715	19th Sept.	S'hai, Moji & Kobe.
*KIDDERPORE	6,535	27th Sept.	Shanghai, Moji & Kobe.
*LAHORE	5,252	28th Sept.	S'hai, Moji, Kobe & Yokohama.
KHYA	9,135	28th Sept.	S'hai, Moji, Kobe & Yokohama.
TALMA	10,000	28th Sept.	Amoy, Moji, Kobe & Osaka.

*Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For further information, Passages, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., HONG KONG. Agents.

BOSTON, NEW YORK & BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE.

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AND

AMERICAN & MANCHURIAN LINE.

(CELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "PHEMUS"	Via Suez Canal	19th Sept.
S.S. "CITY OF WELLINGTON"	Via Suez Canal	26th Oct.
S.S. "AGAPENOR"	Via Suez Canal	17th Oct.
S.S. "CITY OF RHODOS"	Via Suez Canal	26th Oct.
S.S. "PYRRHUS"	Via Suez Canal	10th Nov.
S.S. "CITY OF PERSE"	Via Suez Canal	30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to:—

JUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.
Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

PASSENGER LIST.

ARRIVALS.

Passengers arrived by the P. & O. s.s. "Kalyan" from Japan and Shanghai were:—
Dr. A. Cmentek, Mrs. Greig, Mrs. Gaske, Rev. and Mrs. S. Painter, Mr. and Mrs. W. Nicholson, Miss F. M. Hughes, Miss A. Dyer, Mr. S. S. Chow, Rev. Father Albany, Rev. Father Cunot, Mr. M. Cario, Mr. W. Okada, Mr. Von den Steinen, Mr. W. Walters, Mr. H. Crense, Mr. W. Chu, Mr. R. Menasche, Mr. F. Young, Mr. B. Ay, Mr. and Mrs. P. Allen, Mr. W. Von Normann, Mr. C. F. Lam, Mr. and Mrs. R. McNeil, Mr. H. Wilkinson, Capt. H. Larkin, Capt. L. A. Wise, Mr. and Mrs. W. J. Tall, Mr. and Mrs. C. Landless, Mr. H. Ellis.

MOVEMENTS OF STEAMERS.

The B.I. s.s. "Talamba" left Singapore for this port on Sept. 10 p.m., and is due here to-morrow morning.

The C.P.S. R.M.S. "Empress of Russia" from Hong Kong on Aug. 29, left Yokohama on Sept. 6 at 3 p.m., and is due at Vancouver to-morrow.

The American Mail liner "President Grant" will sail for Manila at 6 p.m. to-morrow.

The P. & O. s.s. "Mirzapore" left Singapore for this port on Sept. 11 at 4 p.m. with the Mails, and is due here on Sept. 18 at about 3 p.m.

The s.s. "President Jefferson" sailing from Hong Kong to Seattle via Shanghai, Kobe, Yokohama and Victoria on Sept. 18 will leave this port at 8 a.m. instead of 10 a.m. as previously scheduled.

The M.V. "Toledo" (D. & Co.) sailed from Norfolk on July 29, and is due in Hong Kong on Sept. 24.

The C. P. S. R.M.S. "Empress of Canada" left Vancouver for Hong Kong, via Japan ports and Shanghai, on September 6, and is due here on September 24. She will sail for Manila on September 25 at 5 p.m.

The s.s. "Benares" (Swedish East Asiatic Co., Ltd.) left Southampton on August 26, and is due here on or about October 8.

CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s. "Benvenue" are reminded to take delivery of their goods which will be subject to rent after Sept. 17.



General Lincoln C. Andrews, formerly Assistant Secretary of the Treasury, who is now in charge of prohibition enforcement, has assumed office as director general of the newly organized Rubber Institute, formed by leaders in the industry to promote co-operation and create better understanding.

An interesting and true story comes to hand of the great British furnishing firm of Waring & Gillow, Ltd., which has fulfilled many big contracts in the Far East. A certain government, having built a new Parliament House, desired to have it fitted and furnished. In sumptuous manner. Tenders were invited, but owing to changes in the architect's plans, the forms were not received in England until too late to get the tenders out in time. Hundreds of pounds were spent in cables to secure a slight extension, and then the Waring studio worked night and day on the 180 large designs required. These were sent by boat, train and aeroplane, reaching their destination with only 20 minutes to spare. In spite of competition from all parts of the world, the contract, amounting to about half a million pounds sterling, was secured—a wonderful tribute to English methods and a striking instance of what can be done by special effort.

INDO-CHINA STEAM NAVIGATION CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
T'au via S'hai & S'hai	KWAISANG	Sun., 16th Sept. at Noon
T'au via S'hai & S'hai	HANGSANG	Wed., 19th Sept. at Noon
T'au via S'hai & S'hai	FOOSHING	Sun., 23rd Sept. at Noon
T'au via S'hai & S'hai	CHAKSANG	Wed., 26th Sept. at Noon
Kobe via Amoy, Keelung & Shanghai	FOOKSANG	Sun., 16th Sept. at 7 a.m.
Osaka via Amoy, Shanghai, Moji & Kobe	HOSANG	Fri., 21st Sept. at 7 a.m.
Canton	FOOSHING	Mon., 17th Sept. at 8 p.m.
Straits & Calcutta	KUMSANG	Sat., 15th Sept. at 8 p.m.
Straits & Calcutta	YUENSANG	Thurs., 20th Sept. at 3 p.m.
Tientsin	CHUPSHING	Fri., 14th Sept. at 5 p.m.
Sandakan	MAUSANG	Thurs., 20th Sept. at 3 p.m.
Sandakan	HINSANG	Thurs., 27th Sept. at 3 p.m.

For Freight and Passage apply to:—

JARDINE, MATHESON & CO., LTD.,

Telephone Central 215.

General Managers.

WORLD SHIPPING.

(Continued from Page 4.)

portion of the larger ocean-going tonnage available for general cargo and passenger carrying in international trade is found to be substantially higher than the British-owned percentage of the gross total

of all tonnage. When the tonnage of tugs and smooth-water craft, fishing vessels, oil tankers, vessels of less than 5,000 tons gross, and vessels 25 years old and over is deducted, we find that the position of the various merchant fleets, measured thus in terms of most efficient ocean-going tonnage, is as follows:—

	Tonnage Owned (Millions)	Per Cent. of Total
Great Britain and Ireland	9.7	38.1
United States	5.5	21.5
Germany	1.8	7.2
Italy	1.6	6.2
Holland	1.5	6.0
Other	5.4	21.4
Total	25.5	100

Since probably 1,500,000 tons of the United States tonnage included in the foregoing table should be regarded as permanently incapable of being competitively operated, the British proportion of "effective" ocean-going tonnage, as defined above, exceeds 40 per cent.

A TEMPORARY "GLUT."

Unfortunately for the shipbuilding industry, it is clear from the present depression in freights that the net addition since last summer of nearly 2 million gross tons to the world's supply of tonnage (even though 700,000 tons of the increase represent new oil tankers) has proved to be too much for the market to absorb without a temporary "glut." A contributory factor increasing shipowners' difficulties has been the check which occurred during 1927 in the rate of "scrapping" obsolete tonnage. Last year only 403,000 tons were broken up, as compared with 799,000 tons in 1923, 653,000 tons in 1925, and 1,174,000 tons in 1924. Coupled with the increase in foreign-owned tonnage 25 years old and in tonnage belonging to the lesser maritime nations, this decline in the rate of breaking up would seem to be a reflection of the policy—pursued by British shipowners without much regard for the consequences—of selling old tonnage, for replacement, to foreign ownerships whose lower wage bills enable them to operate vessels thus cheaply acquired at a small profit, despite their age and mechanical inefficiency. The Greek merchant marine, for example, now consists of 1,187,000 tons of shipping, of which 541,000 tons were built before 1903, and 855,000 tons are 20 years old and over.

Under these circumstances, with continuous excess of tonnage depressing the freight market, it is interesting to note from the current Register Book, that, in their endeavours to find the most economical methods of ship propulsion, shipowners are more and more turning away from the reciprocating steam-engine. During the past 12 months the tonnage of vessels fitted with this type of machinery has increased by only 280,000 tons, as compared with increases of 453,000 tons in turbine-driven vessels and of 1,161,000 tons in motorships. The total motorship tonnage in the world, excluding auxiliary vessels, now amounts to 5,163,000 tons, against 2,403,000 tons three years ago. Of this total—which includes 573,000 tons of ships of 10,000 tons and upwards—the proportion owned in Britain is 29.7 per cent. The tonnage fitted for coal burnings shows this year a further decline, and is now only 60.7 per cent. of the total, against 88.8 per cent. in 1914.—"The Economist."

A huge serpent, 15 feet long and as thick as a big log, appeared at the back of Otsuka Police Station, Koshikawa, Tokyo, on August 30, says the "Japan Chronicle." A number of policemen, with the aid of many onlookers, attempted to catch the snake, but it made good its escape into a hole in the cliff. The local people hold the serpent responsible for the frequent disappearance of their hens and cats. One would have thought it would have needed a sheep at least.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

THE "Benvenue"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have been landed, and all Goods remaining undelivered after the 17th inst. will be subject to rent. All claims against the steamer must be presented to the Under-Signed on or before the 1st October 1928, or they will not be recognized.

All broken, chipped and damaged Goods are to be left in the Godowns, where they will be stored on the 15th inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bill of Lading signed by GIBB, LIVINGSTON & CO., LTD., Hong Kong, 10/9/28.

President Liner SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles.
The Sunshine Belt via Honolulu.

Fortnightly sailings on Tuesdays.

Pres. Grant Sept. 25th.
Pres. Cleveland Oct. 9th.
Pres. Pierce Oct. 23rd.
Pres. Taft Nov. 6th.

To Seattle and Victoria.

The Short, Straight Route to America.

Fortnightly sailings on Tuesdays.

Pres. Jefferson Sept. 18th, at 8 a.m.
Pres. Lincoln Oct. 2nd.
Pres. Madison Oct. 16th.
Pres. Jackson Oct. 30th.

\$120, \$112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD.

Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. V. Buren Sept. 23rd 8 a.m. Pres. Adams Nov. 4th 8 a.m.
Pres. Hayes Oct. 7th 8 a.m. Pres. Garfield Nov. 18th 8 a.m.
Pres. Folk Oct. 21st 8 a.m. Pres. Harrison Dec. 2nd 8 a.m.

To Manila

Pres. Grant Sept. 15th 6 p.m. Pres. Madison Oct. 9th 6 p.m.
Pres. Lincoln Sept. 23rd 6 p.m. Pres. Pierce Oct. 13th 6 p.m.
Pres. Cleveland Sept. 29th 6 p.m. Pres. Jackson Oct. 23rd 6 p.m.

For Bookings, Passenger and Freight Information apply to Hong Kong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 795

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CANTON BRANCH—No. 4, Sha Kee Street.

SPECIAL ROUND-TRIP SUMMER FARES.

From Hong Kong to Shanghai and return... H.K. \$120.00

From Hong Kong to Kobe and return... H.K. \$210.00

From Hong Kong to Yokohama and return... H.K. \$235.00

Round-trip Tickets at the above rates will be sold until September, 21st, and will be valid for return passage up to three months from date of issue.

American Mail Line and Dollar Steamship Line

THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong. Tel. Central No. 459
Shipyard: Sham-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 9
Estimates furnished on application.

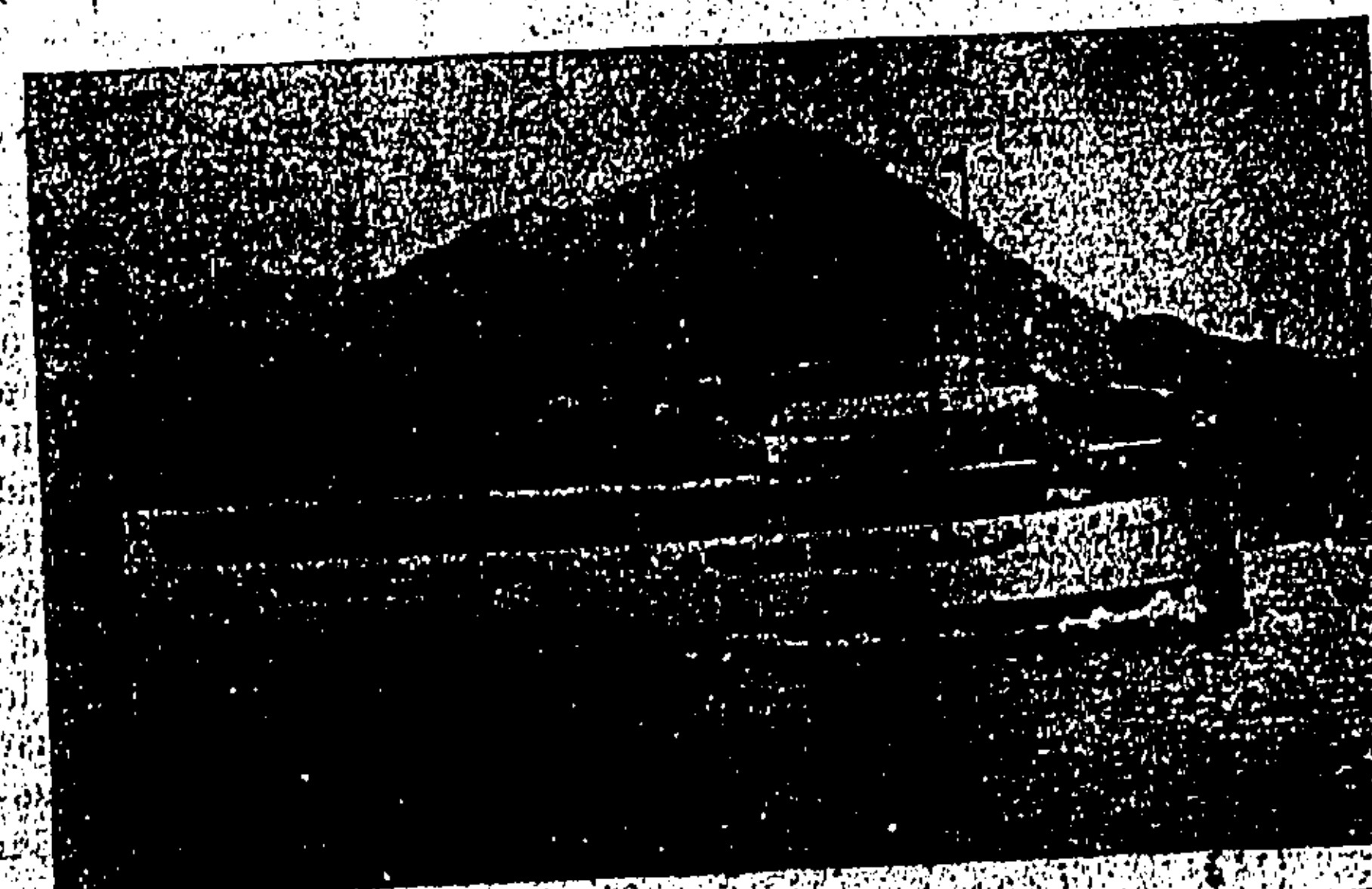
Hong Kong, April 1, 1924.

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Single Screw Steel Passenger and Cargo Motor Vessel, "P. ABOITZ," 134' 0" B.P. x 27' 0" Mld. x 11' 2" Mld. Built to the order of Messrs. Abott & Co., Ltd., for Philippine Inter-Island Service.

Please address enquiries to the Chief Manager:
R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

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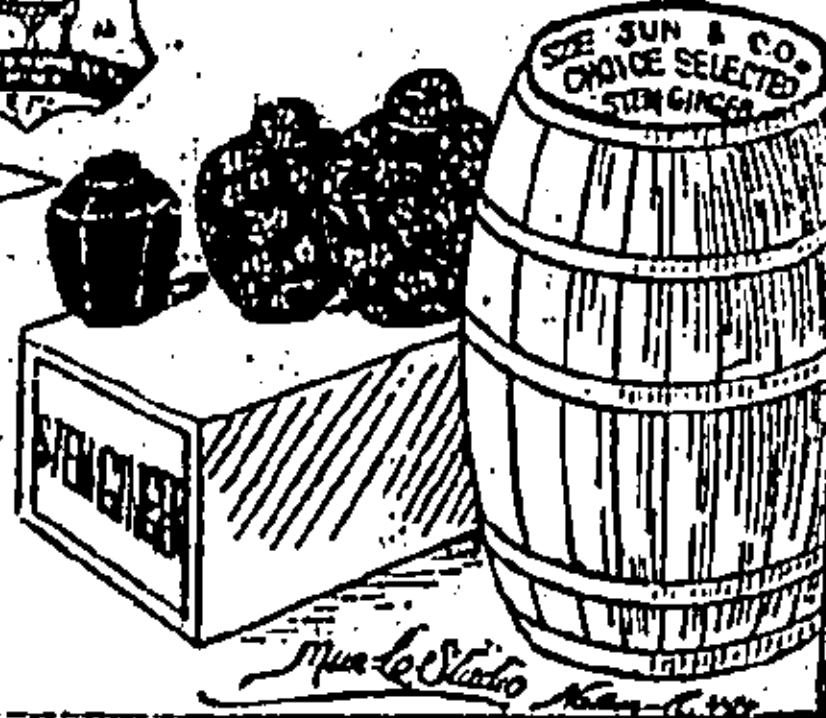
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Hong Kong, Friday, Sept. 14, 1928.

SHANGHAI AND ITS
DOG RACING.

At the present moment there is in Shanghai a very considerable hubbub over the attitude of certain Chinese bodies regarding dog-racing. They maintain that not only is it in no respect a sport but that it is in many respects demoralising to a large number of their countrymen, who love to gamble and who will gamble on almost anything. There is undoubtedly something ludicrous about the Chinese protesting against this form of gambling, as it is universally known that the average Chinese will gamble on anything without much if any consideration regarding the ethical aspect of the matter. Still, there can be no doubt that if certain Chinese institutions in Shanghai regard dog-racing as somewhat beyond the pale even for purely gambling purposes, there can be little question that they are quite within their rights to protest. Carried to excess, gambling, in any form, is deleterious and, on many occasions, may lead to grave injury.

There is, however, just the probability—and, in fact, those most interested in promoting dog-racing in Shanghai, do not hesitate to say so—that the agitation against Shanghai's latest gambling craze, has its origin much more in the fear that it will in the new sport as a rival to their special interests in pony racing than in any real sort of interest they profess to have in the moral or economic welfare of their countrymen in Shanghai or elsewhere. As is well known,

the Chinese are more interested, financially and otherwise, in the promotion of the ordinary race meetings than are foreigners in the "Model Settlement." They have at least two ordinary race courses in which racing is conducted much more frequently than in any course in Shanghai that is exclusively foreign-owned. It is obvious that if the vast number of Chinese who have patronised these courses for so long a time have their attention (and their money) diverted into another channel such a state of affairs cannot possibly be regarded by certain influential Chinese with equanimity. There seems to be good grounds for believing that something of the kind has happened in Shanghai. Not only have influential Chinese—individually and collectively—protested against the continuance of dog-racing on purely ethical grounds but they have done so also in protest against the large sums of money which they aver have been passing into the hands of foreign syndicates—so-called syndicates, which they forget are by no means exclusively composed of foreigners. Another point is "Why did not those Chinese who are now protesting not do so sooner?" And, further, have they any right whatever to protest; for, when all is said, the Chinese are not compelled to attend the dog-racing. Also, if it is demoralising for Chinese it must be at least equally so for foreigners? But, so far, much as many foreigners are opposed to dog-racing they have not gone so far as openly to protest against it.

The Shanghai Municipal Council, it appears, have been approached by some of the Chinese protesters; and thus have been placed in a quandary. Obviously, they are unlikely to protest against dog-racing, even though they may not approve of it. They state that they will at least withhold licences to the promoters; but that has made no difference, for the meetings are being held despite licences. As in England, so in Shanghai, the Chinese of Foreign—who do not care for dog-racing—is quite clearly insufficient to cause the Council to take drastic action. It will be interesting to watch developments as undoubtedly the situation is at present full of many points that will require very careful handling by all concerned.

For mooring in Causeway Bay Typhoon Shelter without the written permission of the Harbour Master, four boatmen were each fined \$5 at the Marine Court yesterday.

The annual meeting of the Hong Kong Boxing Association will be held in the Board Room of Messrs. Jardine, Matheson & Co., Ltd., on Thursday, September 20 at 5.30 p.m.

The Victoria Gaol has notified the Police Department that Frederick Owen Richards, a Welshman, 30 years of age, had not returned to the House of Detention at 4 p.m. yesterday.

On arriving in the Colony from London and Singapore, yesterday morning, the s.s. "Morea" reported the death of Capt. J. H. Bloomburgh on Aug. 19 when the vessel was sailing between Marseilles and Aden.

H. E. the King has been graciously pleased to sanction the following appointment to the Venerable Order of the Hospital of St. John of Jerusalem:—Mary Penelope Rose, Lady Clementi, M. B. E. to be "Officer" of the order.

The lower level Tramway Co. reported to the Police yesterday that between 7 and 9 p.m. six motormen from various trams on the Shaokwan line picked up steel punchings in the grooves of the tram-lines. Thirteen were found at the loop outside the Royal Hong Kong Yacht Club at North Point.

Scalded on the body by an employee of a neighbouring stall, who it is alleged, threw a bowl of hot congee at him, Wong Hoi, who works at the Sang Yuen Chow stall in Kowloon market (between Tsim-sha-teui and Yau-mat), was removed to the Kwong Wah Hospital for treatment.

The master of a marine store, charged on two counts with receiving rope which had been stolen from various vessels during July and with failing to make an entry of the purchase in the firm's book, was fined \$500 and \$100, respectively. Mr. C. A. S. Russ, for defendant, pleaded guilty to both charges.

A man, arrested on Wednesday afternoon at the Railway Station at Kowloon, on suspicion of being associated with the armed robbery of goods valued at over \$7,000 in Stanley-street, has been released. It was established that the man was a Pakhoi merchant. The first suspect, who was arrested on board the s.s. "Ching On" on Tuesday, was also set at liberty.

Chinese fireman No. 82 was removed to Kowloon Hospital as the result of a fall from the fire engine as it was taking the corner of Man Chung-street off the Lachikok-road. The man lost consciousness, by injuring his head and spraining his elbow. The engine was responding to a call from No. 31 Yee Kok-street at about 5.50 p.m. yesterday, as a small fire had broken out.

According to vernacular report, a tiger has recently appeared in the northern outskirts of Canton. Farmers who have seen the beast say that it is of more than 200 catties in weight. It is hiding in the vicinity of the White Cloud Mountain, where holiday makers usually make their excursion. The "mu-tuen," however, are making preparations to entrap "Mr. Stripes."

In celebration of her 8,000th trip, the s.s. "Kinahan," a Hong Kong boat, was yesterday beautifully decorated. The firing of crackers and the cheering of the crew attracted a large number of spectators on the water front. The present officers are Commander T. Pritchard, R.D., E.N.R., Chief Officer de la Sala, Second Officer J. Keane, Chief Engineer, Robertson and Second Engineer, Bucknell.

June 24 (St. John's Day) falling this year on Sunday many St. John Ambulance Brigade units throughout the country attended Divine Service. In London the Central Area under the command of Assistant Commissioner Dr. Corbet Fletcher attended St. Clement's Church in the Strand. After the service the parade was inspected by Lieut. Colonel Weir, P.C., accompanied by Assistant Commissioner Salpe, Hong Kong and China District Brigade Overseas, and other members of the staff.

The V.D.A. Branch of St. Peter's Church is holding the second annual picnic for the girls of the Blind Home Kowloon tomorrow. The party, under the Rev. N. V. Hayward will leave the Star Ferry, Hong Kong at 8 p.m. and proceed to Shekoi by car, returning at 6.30 p.m. There will be a feet of 15 cars and an escort from the Flying Squad. No public appeal was made for the V.D.A. Branch has been very fortunate in that many people have been generous in lending their cars or sending donations.

CORRESPONDENCE
STONECUTTERS ISLAND.

(To the Editor of the "China Mail")

Sir,—Owing to its convenient locality and its fine beach, Stonecutters Island used to be (and still is) a favourite spot for picnic parties, but during the last couple of years, due to the large number of Servicemen in the Colony, the public was barred (justly, perhaps) from this lovely resort. However, now that the majority of Servicemen is no longer here, apparently the ban has been lifted this year and bathers have been enjoying the good old Stonecutters again during the past three months. What was our surprise, however, when yesterday we had the 'pleasure' of being 'shooed' off the beach, the officious looking persons doing this 'dirty' job claiming that it was private property. There were positively no Servicemen availing of the beach at the time and, seeing that we were using just that part of the beach just two or three feet from the water's edge, and not depriving the Servicemen of any of their privileges, this certainly seems mean and absurd. Surely the authorities will not deny the public of just this little pleasure? What harm is there in it anyway? The public is certainly not abusing of the whole island but just that very small part of the beach so useful to bathers, and there is certainly no question of bad behaviour. Cannot something be done in the matter, and could not the authorities show the Hong Kong public just a wee bit courtesy and friendliness? BUT, may be someone was just acting 'superior' or palming off some snob stuff.

Yours, etc.,
SOAKED.
Hong Kong, Sept. 13, 1928.

SAME AS H.R.H.

FAMILY IN LONDON USE
SAME BACK ENTRANCE.

Probably the only hostess in the world who can boast of being legally entitled to reach her garden through a lane used by the Prince of Wales, is an American born woman, Mrs. Alfred C. Bossom.

Mrs. Bossom, wife of the famous architect, is a neighbour of the Prince. The entrance to her garden is situated on a small lane opening on Pall Mall. The Bossoms have a latch-key which opens the gate to this lane. So has the Prince of Wales, whose new residence, Marlborough House, is situated opposite the garden of the Bossom mansion.

In an interview with a United Press correspondent, Mrs. Bossom explained how it happens that she and her husband are entitled to use the same latch-key as the Prince.

Lease Crown Property. "This," she said, "was my hand gracefully toward the lawn at the back of her house at 5 Carlton Gardens, 'is Crown property. We have it on a long lease. That large house with brownish walls which you see opposite is Marlborough House, the Prince of Wales' new residence. The property we have leased is separated from the Prince's land by the lane at the end of our garden."

So saying, Mrs. Bossom proceeded to show the correspondent what in this case amounts to a "royal dividing line."

"You see it's this way," she said placing her hands on a small iron gate opening on to the passage "both we and the occupants of Marlborough House are entitled to use this passage-way to reach the Mall from the respective back entrances to our homes. I myself use it quite often. This, however, is merely for the sake of convenience."

"Whether or not the Prince intends to use it to any great extent, I do not know. Of course, you know that he has not yet moved into Marlborough House. I have already met him on one occasion when I went out to him that my husband and I had, besides himself, my key opening the Pall Mall entrance gate to the passage."

PRAPS-PRAPSNOT!

A well-meaning pedestrian said to a man who was employed to advertise on the street: "Pardon me, but do you know that your sandwich boards are turned wrong side out?" "Sure, I know it," was the snappy reply, "I'd love to have 'em goin' to work in me lunch hour, do yer?"

The famous professional footballer's wife and child paused outside the window of a fashionable store. The little girl contemplated all the things in the window, then turned suddenly to her mother: "Oh, mummy," she cried, "I'd love to have that big doll in the centre."

"But, Doris, dear," her mother protested, "I can't possibly afford five pounds for a doll."

"Why not?" retorted Doris. "We could sell daddy again for five thousand."

At a certain dock a sailor made his way out and approached the policeman on duty at the gate. "Would that be all right if I bring some tobacco out to-morrow? I'll make it right with you by giving you half."

The policeman winked, and said that it would be quite all right, and the sailor proceeded on his jaunt round the town.

The next day, however, as he was leaving the dock the policeman on the gate put him under arrest. He was searched, but no tobacco was found on him.

"Aha! I suppose you thought better of it?" laughed the policeman. "You're too late," responded the sailor. "I took it out yesterday."

Potts: "When Doris married Jones she called him the 'light of her life.'"

Watts: Did she, now?"

Potts: "Yes—and she meant it, too. He's never allowed to go out."

Jones was at a dinner party. He was shy and nervous, and could never summon up courage to speak because of his inability to say anything neat. "What a small appetite you have, Mr. Jones," said his hostess, with a smile. "To sit next to you," he replied, gallantly, "would cause any man to lose his appetite."

Tommy Hodge, who had been apprenticed to Farmer Hicks, had not proved what might be called a conspicuous success, and so when old Mr. Hodge came along one day to ask what progress the lad was making the old farmer looked dubious.

"Well," said he, "I ain't as I want to discourage your son, neither. He don't do nothing wrong—nor nothing at all if 'e can help it. But I will say that, in my opinion, if your son at another hand 'd want another pocket to put it in."

U.S. FILM DIRECTOR.
DEATH WHILE DISCUSSING COMEDY.

Mr. Scott Sydney, a well-known American film director, died suddenly last month in a hotel at Radlett (Hertfordshire) while discussing the script for a new film comedy.

A robust-looking man of about 50 years of age, Mr. Sydney had come over with his wife to England for a holiday. The British International Pictures, had secured his services to produce a comedy film for them in their Elstree studios. He had not been feeling very well for some days, but neither he nor his wife thought anything serious was the matter, and he declined to consult a doctor. He was discussing the play with two comedians when he suddenly collapsed and died almost immediately.

Mr. Scott Sydney had been engaged for the past eleven years with the Christie Comedy Co., for whom he has produced many films. "Charley's Aunt" was one of the most popular. A special studio was being built to enable him to produce one of the new "talking" films. His chief purpose in visiting England was to see all the great art collections, painting being his special hobby.

An interesting case is reported in the Shanghai Chinese press. A landlord brought action in the District Court against two Japanese who failed to pay their rent, but the Japanese having received instructions from their Consulate, refused to attend Court. The Court authorities held that Japanese were no longer citizens of countries with extraterritorial rights since the Sino-Japanese Treaty had been terminated and ordered the Japanese to appear. The Japanese Consulate at once lodged a protest with the Bureau of Foreign Affairs and denounced the Chinese Court for exceeding its sphere in attempting to deal with a case in which treaty rights were concerned. The Commissioner of Foreign Affairs (it is said) has replied in strong terms.

WRONGFUL ARREST.

JUDGMENT AGAINST TAIPO
MEN & DETECTIVE.

AN INSPECTOR'S ERROR.

Damages against a Chinese Sergeant detective and two Chinese of Tai-po were awarded a plaintiff in the Summary Court yesterday when the Police Judge (Mr. Justice P. Jacks) delivered a written judgment. His Lordship expressed the opinion that Sub-Inspector R. C. Watt (now retired) committed an error in ordering plaintiff's arrest and detention, without a warrant.

Loo Wo-huen, fisherman, of Wo Hop Shek village, Tai-po, sued Cheung Kang (shop assistant), Lai Shing (detective of Tai-po police station) and Cheung Tai-kwai (master of the Wo Shing Hing Lung fish shop, Tai-po) for \$1,000 damages for wrongful arrest.

Mr. A. el Arculli was for plaintiff and Mr. G. S. Hugh Jones defended.

His Lordship gave judgment for \$500 in all, with costs, being \$100 against each of the first two defendants and \$300 against the third defendant. On the application of Mr. Hugh Jones, stay of execution, pending consideration of an appeal, was ordered until Oct. 13. The judgment read as follows:—

THE FACTS.

This is a claim by the plaintiff for the sum of \$1,000, on damages for false imprisonment. The facts are shortly as follows:—The plaintiff is a fisherman living at Tai-po Market. The first defendant is a shop assistant in the employ of the third defendant. The second defendant is a detective, stationed at Tai-po, and the third defendant is a fish dealer and a partner in the Wo Shing Hing Lung at Tai-po Market.

The plaintiff was indebted to Cheung Tai-kwai, the third defendant, to the amount of \$300, or more. On or about June 27, the third defendant heard that the plaintiff had sold his ship, had bought a ticket for Sandakan, and was about to leave the Colony. Whether this is true or not I do not know, but the plaintiff denies it. In any event on June 27, the plaintiff did come to Hong Kong on the 11 a.m. train, and the third defendant lost no time in following, for he travelled by the next train about an hour later. Before leaving he went to see the District Officer, no doubt to obtain advice as to what course he should pursue in the circumstances. It was unfortunate for him that the District Officer was engaged in Court at the time, and Cheung Tai-kwai was in a hurry to get on the track of the plaintiff, for he then went to the police about it.

POLICE NOT LAWYERS.

In doing so he made his first mistake, for, however efficient the police may be in their own affairs, they are no legal advisers.

Cheung Tai-kwai saw the Police Inspector at Tai-po and told him that the plaintiff owed him \$300, had sold his ship, and was going abroad. Whether he told the Inspector anything more, I do not know, as the Inspector has retired on pension and left the Colony, but the outcome of the story told by Cheung Tai-kwai was that the inspector sent a detective to Hong Kong with Cheung Tai-kwai to take the plaintiff back.

I am sorry that Inspector Watt could not be called to state what the complaint made to him was, and why he acted in the way he did. At Tai-po Railway Station the first defendant joined the party. On arrival in Hong Kong the defendants soon found the plaintiff and took him back to Tai-po, where he was taken to the police station and detained for two nights. He was then brought up before the District Officer and discharged.

VERY GRAVE MISTAKE.

The plaintiff's story of the arrest differs from that of the defendants in detail. He says that force was used, he was roughly handled, and that he was compelled to return to Tai-po. The defendants' account of it is that he came to them when they beckoned to him and went back with them almost cheerfully. There may be some truth in both stories, but the detective said that he understood his orders were to take the plaintiff back and that he would have used force if necessary. I have no doubt that the plaintiff was not free to do as he pleased and went back under compulsion.

The defendants' solicitor has admitted the arrest and imprisonment, and that both were wrongful, but states that the third defendant did not authorize it. The third defendant (Cheung Tai-kwai) was the prime mover in this matter. I will consider his case first. We have only his account of the report made to the Police. He said he did not ask to have the plaintiff arrested, but assuming that the Police Inspector made a very grave mistake in sending a detective without a warrant to bring the

MR. T. V. SOONG.

STATEMENT ON CHINA'S
POSITION.

"STRIDES TOWARDS UNITY."

Shanghai, Yesterday. In the course of a lengthy statement quoted by the Kuo Min news agency, the Minister of Finance, Mr. T. V. Soong, declared that despite the disappointment in many circles at the inactivity of the Government since the completion of the Northern expedition, there was no question but that the country had made vast strides towards unity and order during the last two years. He considered that the "null" was already being broken.

Referring to the Cabinet form of Government, which the Nationalists were adopting, Mr. Soong declared that one of the faults frequently appearing in the Commission form of Government, namely, power without responsibility, stood a good chance of being corrected.

Absolute Control. Turning to finances, Mr. Soong stated that by October the Ministry of Finance would have absolute control in regard to national revenue over at least five provinces, while Kwangtung and Kwangsi had agreed to a programme of complete unification, starting with the immediate handing over of Customs surtaxes and the partial rendition of the salt tax. This step Hunan and Hupeh would almost surely follow.

The formation of a Budget Commission and a Finance Reorganization Commission would facilitate control of revenues throughout the country, and drastic reforms could be carried out according to a systematic plan without interference from any source.

Although he was aware that financial reforms could not be carried out "by one swoop of the ink brush," Mr. Soong believed they were moving in the right direction. —Reuter.

plaintiff back, Cheung Tai-kwai acquiesced in all that was done.

GOING TOO FAR.

The detective did not know the plaintiff, but Cheung Tai-kwai was present in all the proceedings which took place in Hong Kong and directed them. He travelled back to Tai-po with the plaintiff and the other two defendants in the afternoon, he protested against nothing that was done, and there is no evidence that he had told the other defendants that they were going too far.

At the Police Station he left the plaintiff in charge of the Inspector without any inquiry as to what was to be done. His attitude, according to his account, is acquiescent throughout. He said that he did not ask to have the plaintiff arrested, neither did he ask to have the plaintiff imprisoned, and yet he saw both being done as a result of his action and raised no protest. I cannot accept this as exempting him from liability for what followed.

LAW ON TORTS.

I need not deal with the law on what constitutes false imprisonment, as false imprisonment has been admitted in this case, I will therefore confine my remarks to the liability.

Sir Frederick Pollock, in his Law of Torts, says, "Everyone is answerable for specially directing the arrest or imprisonment of another, as for any other act that he specifically commands or ratifies. Nor does it matter if he acts in his own interest or in another's. But one is not answerable for acts done upon his information or suggestion, if done by an officer of the Law, if they are done, not merely as ministerial acts, but in the exercise of the officer's proper authority and discretion." The case of Grinham v. Willey, quoted by Mr. Hugh Jones, illustrates this. In that case the police constable exercised his proper discretion in arresting the plaintiff, the defendant only signed the charge sheet after. In the case before me the Inspector was not exercising his proper authority or discretion. He had no authority or discretion in a civil case, such as the third defendant's was.

RESPONSIBLE FOR ERROR.

The case of Sewell v. National Telephone Co., Ltd. differs from this, for in that case there was no evidence of any authority by the defendants or on their behalf to the constables to arrest the plaintiff. In this case the defendants took part in it and left the plaintiff in custody.

This activity on the part of the defendants distinguishes this case from those which have been quoted to me on behalf of the defendants. I hold that the defendants are jointly responsible for the error, which the Inspector committed by reason of the active part they took in the proceedings. The first and second defendants were not entirely free agents. The first was acting under instruction from his masters, while the detective was acting under the orders of his superior officer, but he is liable notwithstanding, as he was acting with out a warrant.

MR. W. J. HILL.

PRESENTED WITH SILVER
SALVER.

GOING HOME.

Mr. W. J. Hill was the recipient of a silver salver and an address from fellow-members of the Institute of Engineers and Shipbuilders of Hong Kong yesterday evening, the gift marking his imminent departure from the Colony after 25 years' residence here.

The presentation was made by Mr. W. J. Stokes. On the salver was inscribed:—

"Institute of Engineers and Shipbuilders of Hong Kong—Presented to Mr. Walter J. Hill, Past President, as a token of the affection and esteem of his fellow members during his twenty-five years' membership—1903-1928."

Mr. Hill briefly replied. Among those present were Mr. W. J. Stokes, President of the Institute Mr. L. C. F. Bellamy, Vice-President, Messrs. P. T. Farrell, J. Ormiston, R. Hunter, W. Russell, G. J. Harman, G. F. Taylor, J. Brook, T. F. Bradford (Members of the Committee) Mr. A. Landsberg (Secretary) and Messrs. R. M. Dyer, K. E. Greig, F. W. James, J. Tully, A. Stalker, P. Ramsay, T. G. Stokes, A. J. Pilgrim, C. Nelson, F. Clark, A. Cobham, D. A. McBrann, J. Baker, Professor C. A. Middleton Smith and Captain E. Jones.

SERIOUS CHARGE.

CHINESE SENT TO SIX WEEKS
"HARD."

Sentence of six weeks' hard labour was imposed on a Chinese, at the Central Magistracy yesterday, for bringing two women into the Colony for the purpose of prostitution.

Mr. E. H. Williams, of the Secretariat for Chinese Affairs, prosecuting, told Major C. Willson, the Second Magistrate, that the man met one of the women in Pakhoi, where he told her he would be able to find a position as amah for her in Hong Kong. She was induced to bring the two girls, who were her friends, with her.

At the boarding-house where the party stayed, the man admitted that he was unable to keep his promise, and he pointed out to them that as he had been put to considerable expense in advancing their passage money, the woman should induce the two girls to become prostitutes and reimburse him out of their immoral earnings.

After hearing the startling suggestion, the girls fled from the house and went to a shop where a relative of one of them was employed.

The accused was subsequently arrested.

RANSOMED.

WHAT A CHINESE HAD TO GIVE
TO BANDITS.

After paying a ransom of \$600 in Hong Kong bank notes, six electric torches and six tins of cigarettes for the "Three Castles" brand, Mr. Tang Po-tung, an employee of the Chinese post office at Canton, who had lately been kidnapped by robbers, has been released.

On the morning of Sept. 2, Mr. Tang was making an excursion at the foot of the White Cloud Mountain, near Canton, when he was kidnapped by bandits.

He was confined in a small match-shed. Despite the fact that there was a robber left behind each day to look after his victim, Mr. Tang was secured hand and foot.

After being in the hands of the outlaws for a week, Mr. Tang was released on ransom.

CRIME FILMED.

CINEMA AS MURDER
WITNESS.

New York.—Cinema evidence to supplement the written confession of murder has been obtained by Public Prosecutor, Edwards, of Long Island, who requested the prisoner to enact the crime while a camera group out a thousand feet film.

Anthony Dapollito, the owner of a spaghetti store at Freshport Point, confessed that he was involved in killing William Gilbride, a building contractor, robbing him, tying his body in a sack and throwing it in the marshes.

The alleged confession incriminated Dapollito's partner in business, Joseph Usler, a crippled war veteran, whom he charged with the actual killing.

As Dapollito told his story, he re-enacted the crime, illustrated how Usler was alleged to have beaten down the intoxicated contractor with a rolling pin, and how he helped to place his unconscious form in a sack. The Prosecutor announced that he would have the film shown at the Criminal Justice as "corroboration" of Dapollito's statement.

"VOLGA BOATMAN."

GRAPHIC FILM AT THE
QUEEN'S THEATRE.

UNTIL SUNDAY.

"The Volga Boatman," now being shown at the Queen's Theatre, is a picture that is not easily forgotten. It deals with Russia in the days of the Revolution and tells of the love of Feodor, the boatman, for a Princess whose life he saves when the Red tide sweeps over the country. The picture is full of action and full of colour; some of the scenes are graphic. William Boyd has most of the work on his shoulders as Feodor and is well supported by Elinor Fair as the Princess, Robert Edeson as Prince Nikita and Julia Faye as Murasha. Throughout the showing of the film the strains of the song, "The Volga Boatman," are heard blending effectively with the screen pictures. "The Volga Boatman" will be shown at the Queen's Theatre until Sunday and not Saturday as previously announced.

The death is recorded of Mr. M. Gronberg, father of Mrs. Rosenberg, at Shanghai French lady lawyer, which took place last week at the Shanghai General Hospital at the age of 73 years.

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SHADOWS BEFORE.

COMING EVENTS ANNOUNCED
IN THE "MAIL."

To-day—Queen's Theatre: "The Volga Boatman."

To-day—World Theatre: "Spoilers of the West."

To-day—Star Theatre: "The Fair Co-Ed."

September 16-18—World Theatre: "Two Arabian Knights."

September 16-17—Star Theatre: "The Midshipman."

September 17-22—Queen's Theatre: "Chang."

September 18—Entertainment in "Cheer O Y.M.C.A. City Hall, by H. M. M. 'Forgiveness' Concert party, 7.30 p.m.

September 19-22—World Theatre: "The Birth of a Nation."

September 18-19—World Theatre: "Are Parents People?"

September 20—Theatre Royal: Miss Cecilia Hansen's farewell violin concert, 9.15 p.m.

September 20-22—World Theatre: "The Third Degree."

September 21—Promenade Concert at Volunteer parade ground, 9.15 p.m.

Land Sales.

September 17—At F.W.D. Offices, Crown lands at the junction of Broadwood and Neward, Morrison Hill, rd. and Taitam Village, 3 p.m. Lammerts' Auctions.

September 15—At Sales Room, Cigarettes and miscellaneous goods, 11 a.m.

September 18—At Sales Room, household furniture, 2.30 p.m.

Meetings.

September 17—Hockey meeting at Volunteer Headquarters lecture room, 6.30 p.m.

September 20—Annual meeting of the Hong Kong Boxing Association, Messrs Jardine Matheson's board room, 6.30 p.m.

September 24—Kowloon Football Club annual meeting, 8 p.m.

Sports.

September 16—Seventh annual Aquatic Sports of the Police and Prison departments at V.R.C., 3 p.m.

September 22—American tournament, Ladies' Recreation Club, Peak-road, at 2.30 p.m.

October 13—H.K.V.D.C. Annual Athletic Sports on Kowloon Cricket Club ground, 2.30 p.m.

Miscellaneous.

To-day H.K.V.D.C. (Machine Gun Co.) dinner at Headquarters, 7.45 p.m.

September 15—V.D.A. Branch of St. Peter's Church hold 2nd annual picnic for girls of Blind Home, Kowloon.

September 17—Reopening of Central British School.

September 17—Agent of Java-China-Japan-Lin "at Home" at his office from 11 a.m. to 12.30 p.m. on the occasion of the firm's 25th Anniversary.

September 20—Presentation of medals and labels to members of St. John Ambulance Brigade by H. E. the Officer Administering the Government at Govt. House, 6 p.m.

October 2—Ladies' whist drive at Helena May Institute, 3.45 p.m. given by the Police Branch of the M.C.L.

PLAGUE IN MANCHURIA.

Peking, Yesterday.

The North Manchuria Plague Prevention Bureau reports that bubonic plague is rife at Chien-chien, where there have been thirty deaths, and also reports that cases have occurred at Urga in the last few days. —Reuter.

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	HAPPY	Waltz.
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	DOLORES	Fox-Trot.
4937	COQUETTE	Fox-Trot.
	BELOVED	Slow Fox-Trot.
4938	I'M AFRAID OF YOU	Fox-Trot.
	SPANISH ROSE	Waltz.
4932	SUNNY SKIES	Fox-Trot.
	SWEET HEART, I ADORE YOU	Waltz.
4928	PLENTY OF SUNSHINE	Fox-Trot.
	CHANSON BOHEMIENNE	Waltz.
4929	I THANK THE MOON	Fox-Trot.
	WEST WARD BOUND	Fox-Trot.
4943	DO I DO WRONG?	Fox-Trot.
	I CALL YOU SUGAR	Slow Fox-Trot.
4919	BLUE EYES	Fox-Trot.
	BACK TO THE HEATHER	Fox-Trot.
4934	TIN EAR	Fox-Trot.
	WAS IT A DREAM	Waltz.

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LOCAL AVIATION. SUGGESTED SEAPLANE CLUB FOR CIVILIANS.

WHAT THE EXPENSE MIGHT BE

Aviation experts gathered yesterday to attend a meeting convened by Mr. R. Vaughan Fowler when an interesting review of the possibilities of forming a local seaplane club was given.

Mr. Vaughan Fowler gave, among others, the following figures:—
Estimated outlay \$47,750
Estimated expenditure per year 44,250
Suggested annual subsidy from Government 35,000
Names of a tentative working committee were mentioned and a list of those who wished to join was drawn up.

Mr. Vaughan Fowler said:—
With your permission, Gentlemen, I propose to open this meeting by explaining, as far as my knowledge permits, the development of the light aeroplane and seaplane, how that development has led to the formation of flying clubs throughout the British Empire, and lastly, by suggesting the formation of a club for Hong Kong and indicating the way it might be brought into existence.

THE BEGINNING.

First of all I must take you back to the time just after the Great War, as it was about this time that the general public started to take an active interest in aviation, that is, civil aviation.

Restrictions were placed on the development of the German aircraft industry; roughly speaking, these restrictions limited the horsepower that might be installed in German built aircraft.

The result was that German designers improved the design of their aircraft to obtain better speed and lift, rather than taking the easier path of installing more powerful engines in old designs.

It also had another result, the building and flying of gliders, or motorless aeroplanes.

These gliders obtain their power from a wind blowing against the face of a hill or cliff, and although they are very useful for obtaining statistics that enable the designer to improve his design, as a vehicle of transport they are useless.

"AIR MOTOR CYCLE."

About the end of 1922 this glider movement was taken up in England, largely encouraged by the "Daily Mail" who offered a prize for the first man to set up a new record.

Those of us who were actively interested in these gliders soon realised that they were of little commercial value, and that the general public would never be able to make use of them.

There was a demand for a cheap aeroplane, these gliders were cheap, so the aircraft industry took a step forward in the hope of developing a "motor cycle of the air" for everybody's use.

The step was, making the gliders slightly larger and fitting a motor cycle engine of from 8 to 16 horsepower.

WONDERFUL RESULTS.

Some of the results were wonderful, and I have actually flown over 160 miles, in a 10 horsepower light aeroplane at nearly 60 miles per hour, but one had to be an experienced pilot to do it, and the sensation one got might be compared to "drifting along on a feather."

These little aerial motor cycles were toys, and as such, were not suitable for teaching flying on, or for the inexperienced pilot to go dashing round the country side in.

However, they did serve a useful purpose, they gave us experience that proved that a small robust low power aeroplane could be built, and

the industry set to work and produced what has since become known as the light aeroplane or seaplane.

De Havillands were first with their Moth fitted with a 60 horsepower Cirrus engine, they were closely followed by other firms amongst whom were, Blackburns with their Bluebird side-by-side machine, Avro's Avian and more recently the Westland Widgeon and the Parnall Imp.

NOT A TOY.

Now this class of aeroplane or seaplane is not a "toy"; one and all have proved themselves capable of flying long distances, high speeds, and above all they are easy to fly and are safe, a pilot has got to take extreme liberties to come to grief.

Here obviously was the type of aeroplane for the general public to learn to fly on, and to carry on flying afterwards.

The problem now arose, how were the general public going to be catered for, and after much talk a scheme for forming a light aeroplane club was drawn up and placed before the Civil Department of Air Ministry.

Briefly the scheme was this. The clubs should be formed as limited companies, they were to receive £2,000 towards equipment and £1,000 towards the first year's expenses, the same payments to be made to them in the second year provided the Government were satisfied that their first year's work justified it.

Those first clubs have been a very great success, and the Government have increased the number of subsidised clubs in the British Isles, whilst other places, not being so lucky as to have a supported club have started on their own, and there are a number of these clubs going well.

LONDON & SINGAPORE.

Here I must explain that these unsubsidised clubs have nearly all received the gift of one or more aeroplanes, and practically all the work in connection with them is done voluntarily.

Let us now compare the lines on which the Singapore Club was started. Those responsible placed a scheme before the Government, and they received all the necessary capital, a subsidy of £20,000 per annum, and the Government also pay the pilot instructor of the club.

The London Aeroplane Club working on the English system has the following charges for members:—

Entrance Fee £3. 3. 0.
Yearly Subscription £3. 3. 0.
Dual Instruction per hour £1. 10. 0.
Solo Flying per hour £1. 0. 0.

Whilst the Singapore charges are:—
Entrance Fee \$25
Monthly Subscription \$5

This club hoped to be able to give free flying, but I understand that they find that this will not be possible, although a good deal has already been given, so they propose to institute a charge for petrol and oil.

LOCAL FIGURES.

I now come to my suggestions for the formation of a Light Seaplane Club for Hong Kong.

When considering a flying club for Hong Kong it is necessary to decide what type of a club it is to be, that is, is it to be a landplane or a seaplane club?

The nature of the surrounding country really decides this question for us, there are no landing grounds for aeroplanes other than Kai Tak, and perhaps Fanling, race course. On the other hand, there is an unlimited supply of water suitable for landing and taking off.

So we can make up our minds if there is going to be a flying club it must be a seaplane club.

The next step is to find out how much capital will be required, as you have probably seen in the

papers, I have given the sum as \$60,000, and I will now explain how this figure is arrived at.

The club would require a hangar and club rooms, for this purpose I have allowed \$10,000.

MACHINES TO USE.

The obvious machines that the club would require, are Moth Seaplanes, and these cost \$12,500 each, so if we start off with two the total cost of the club machines will be \$25,000.

I consider that it would be necessary to have one spare Cirrus engine, as this would enable the machine to be kept in action whilst the engine overhauls were being carried out; the cost of this spare engine would be \$2,750.

It would also be necessary for the club to hold a certain number of spares. It is not necessary for me to go into details at the moment, but I estimate that about \$10,000 would be required for these, so if we add all these sums up we arrive at a total outlay on material of \$47,250.

If we deduct this total from the suggested capital of \$60,000 we find that we have \$12,750 left, which sum I think would be sufficient to cover the preliminary expenses.

OPERATING COSTS.

Let us next examine the operational costs per annum, to arrive at some figures I have assumed that the Club machines fly 1,000 hours in a year.

First of all we must have a pilot instructor. His duties would be the control of all club flying, giving dual instruction, and the general management of the Club, a reasonable salary for him would be \$7,000 per annum, with \$2.50 per hour flying pay, so if he flew 500 hours in the year he would receive \$1,250.

A fully qualified ground engineer would also be required and I have put his salary at \$4,500 per annum, so the Club flying staff costs \$12,750 per annum.

One of the heaviest expenses that the Club would have to face would be insurance. I do not propose to go into details, as no accurate figures are available for Hong Kong, but with the help of the Singapore Club I have been able to arrive at a figure which is sufficiently accurate to be useful, and this figure is \$8,000 per annum.

MAINTENANCE FUND.

This premium would cover the Club machines, the staff and all third party risks, but it would not cover the members.

We now have to consider the depreciation of the machines. A very reasonable figure is 20 per cent. per annum, so this costs the Club \$5,000 a year. So if this sum were set aside out of the income at the end of the five years it would be possible to buy new machines without having to increase the capital.

The actual machines would not be useless at the end of this time, especially as I would recommend the Club to have a \$3 per hour's Flying Maintenance Fund which would enable the engineer to keep the machines and engines in such excellent condition that they would hardly depreciate at all.

AS AN R.A.F. RESERVE.

Petrol and oil for 1,000 hours would cost approximately \$5,500.

(Continued on Page 11.)

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Pride of place in this week's "Overland China Mail" is given to the news about the surprise capture of Tongshan in North China by the Nationalists from the Northerners. Thanks to the presence of the 1st Batt. Beds & Herts Regt. and other non-Chinese protective forces, foreign residents have been immune. Although there has been no event to cause uneasiness, the reports will be read with keen anticipation all over the world, providing as they do an instance of non-Chinese being altogether immune from the fighting although in the zone of hostilities.

As usual, the "Overland" has many pictures, being the only illustrated weekly summary of Hong Kong and China news published.

There is an exclusive account of the murderous assault on Mr. H. C. Page, the Socony manager at Yunnanfu; the special cable news in connection with Hong Kong's victory at lawn bowls in Shanghai; terse descriptions of a Canton fort shelling a merchant boat and a disastrous fire close to the city; a despatch regarding the stoning of the Shanghai Municipal Police by rowdies and students; a series of articles and reports dealing with clan fights and long wars of the Chinese in Kwangtung and abroad; and a variety of other "stories" which will make pleasant reading to friends at Home and absent Hong Kong-ites.

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"THE OVERLAND CHINA MAIL."

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George Eastman (left), the Kodak king, and Thomas Edison, the wizard of Motion Pictures, in the garden of the former's home in Rochester, N.Y. Mr. Eastman is explaining to his old friend and fellow scientist the principle of his new natural colour film.

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Sport Columns

BOWLS.

RECEIVING THE CONQUERING HEROES.

SPEY ROYAL MATCHES.

[By "Blas"]

In a few days' time we shall have our Interport players back with us and the congratulations which they deserve will be showered upon them by their various Clubs. It must have been a nerve-racking business to the skips when the score board read 19 all, and all the good things that have been said during the week about Holland are well deserved. The Interport four as chosen to represent the Colony was the same as I myself picked before they went up except that I placed them, Laing, Holland, Grimmit, Brown. There is a mistaken notion abroad, even among good bowlers, that No. 2 is the weakest man in any team, and the last man chosen. Well the fact that Grimmit was the star turn of the team ought to dispel this notion.

THE CHAMPIONSHIP.

The semi-final in the top half of the programme is being played to-night between Gibson and Ferguson on the Club de Recreio's green at King's Park, Kowloon. I notice that the players expect a long drawn out tussle as they are billed to start at 4 p.m. Ferguson I expect to win; but after Gibson's exhibition against Bradbury's rink last Saturday it will not surprise me to see the Kowloon player meet A. Clark in the final. More than a month ago, after seeing him play a match, I tipped A. Clark to come out Champion, and I still hold to my choice, no matter who wins to-night. Clark played a fine game on Tuesday against Duncan to get into the final and impressed most of the spectators.

TEAM GAMES.

The game of most interest to-morrow is the Second Division match between C.S.C.C. and K.C.C. The Kowloon team do not seem good enough to lower the Civil Servants' colours at the Valley, and it would make history if they were to emulate their first team's victory against Craigengower and be the cause of the Civil Service remaining in the Second Division. Craigengower's defeat last Saturday by K.C.C. at Kowloon has been the talk of the bowler's of the Colony for the whole week. Craigengower expected to win and most people agreed that they had good reason for their confidence. They have not won any of their matches by large margins throughout the season, but that rather made me the more sure they would finish the season with a clean slate. Bradbury's rink disappointed and that is all about it.

Now that we shall have the Interporters back in a day or so, the Spey Club matches should start. They have been postponed far too long, and next year I think the Association ought to fix the dates.

TO-MORROW'S FIXTURES.

The following matches are down for decision to-morrow:

Division II.

Craigengower v. East Point R.C.
Recreio "A" v. Kowloon Bowling Green.
Civil Service v. Kowloon Cricket Club.
Talkoo R.C. v. R.H.K. Yacht Club.

LEAGUE TABLES.

The positions in the League to date are:

Division I.

	P	W	D	L	Pts
Craigengower C.C.	12	11	0	1	22
Kowloon Dock R.C.	12	7	1	4	15
Talkoo R.C.	12	6	0	6	12
Police R.C.	12	6	0	6	12
Kowloon C.C.	12	5	1	6	11
Kowloon B.G.C.	12	5	0	7	10
Civil Service C.C.	12	1	0	11	2

(Continued at foot of next Column.)

JOCKEY ACCUSED.

HOW HE WAS "KEEPING DOWN HIS WEIGHT."

THREE DAYS' FAST.

Albert Victor Bowley (85), jockey, was charged at Brighton recently with being drunk while in charge of a motor-car and with driving dangerously. Mr. Eric Neve, who represented Bowley, said the allegations were denied. Frederick James Stringer, a pensioned Metropolitan police officer living at Brighton, said he saw Bowley at 7.15 on the night of July 30. He zig-zagged down Trafalgar-street and turned into a side street. He thought the car was going into a public-house. The nearside wheel mounted the pavement.

Bowley got out of the car "a little tottery," and his facial expression was that of a drunken man. He was unsteady in his gait. Mr. Stringer said he was prepared to give an illustration of Bowley's walk and facial expression, but Mr. Neve said: "No, thank you."

Dr. Pulling, police surgeon, said he examined Bowley. He was intoxicated.

Mr. Neve asked if Bowley's condition was consistent with the fact that he had had nothing to eat for three days, and that he had to reduce his weight by 3 lbs. to ride at Goodwood.

Dr. Pulling said he had no experience of a man who has fasted for three days.

The magistrates dismissed the charge of being drunk in charge of a car, but found him guilty of dangerous driving. They imposed a penalty of 40s. and 30s. costs.

BRUGNON BEATEN.

YOUNG AMERICAN'S FINE WIN.

Forest Hill, Yesterday. The singles championship resolved itself into an inevitable Franco-American struggle in which Frank Shields, the 19-year-old national junior champion, struck the first blow for America by amazingly defeating the French Davis Cup player and foremost European stylist, Brugnon, 7-5, 6-1, 6-0.

Rain Stops Play.

Owing to rain play was abandoned for the day at six in the evening when the scores were: Hunter and Crawford (Australia) 7-5, 3-6, 6-3; Cochet and Mangin 4-6. Cochet had won the first game in the second set when play was stopped.—Reuter's American Service.

HONG DOUBLES FINAL.

H. Owen Hughes and G. W. Sewell (owe 15/2) won the Hong Doubles tournament yesterday defeating W. D. Fiddes Wilson and R. Gordon in the final 6-2, 8-6.

HOME SOCCER.

London, Yesterday. In the Northern Section of Division III, Carlisle beat Southport by four goals to two.—Reuter.

IN THE RING.

FRANK MOODY'S CHAMPIONSHIP CHANCES.

[By Eugene Corri.]

I was particularly interested in a remark dropped the other day by our old friend—I could truthfully say our old idol—Billy Wells. Wells, like the rest of us, declines to acknowledge the march of the years. He thought he was still good for a few rounds here and a few rounds there; no absurd talk of a fresh attempt to conquer the world's best; nor so much as a challenge to Phil Scott.

His idea, in brief, was that he might be able to fix up six-round bouts with such as Con O'Kelly, Donald Sheridan, Sandwina, and a few more of the younger set of heavy-weights, meeting each man in his own home town—excepting of course, Sandwina, who was born in Sioux City, U.S.A. Do not imagine Wells was suggesting exhibition contests. He is serious, and is talking business. Any youngster who takes him on can be fairly certain that, no matter how long the contest lasts, or how soon youth takes its toll, he will at least once have that fearsome left fist, like the end of a steel buffer, in his face.

I might add, too, that Billy Wells looks astonishingly fit—still a tailor's model, still springy of gait. But having said that, I will go no further to aid his scheme. For Billy, after all, is now pretty well past the active stage.

What interested me, though, was the immense possibilities in the use of the skill of Wells, if only it could be harnessed. When he spoke of six-rounders with O'Kelly, young Shortland, and others, I at once thought of the vast amount he could teach them. After all, as a boxer, Wells was the greatest English heavy-weight in memory—I will even say that, with gloves, he never had a superior, before or after his time, in this country.

We all know of his deficiencies, but it is of his rare skill I am now thinking—a skill greater than that of many a man who has been a world's champion. I do not believe Gene Tunney to possess the exquisite sense of timing, the perfect method of hitting, that Wells had.

Why is it that, when his days of serious fighting are over, the talents of Wells should be left to rust? Every serious student of boxing will tell you, as I have insisted for years and years, that what we need in this country are good instructors for our boys—and also wise management. For the most part we have neither. And here is Wells, still keenly interested in the game—I meet him regularly—and moreover, a man of unusual intelligence. Just the man, in fact, to impart what he knows to others.

A PERFECT MENTOR.

So often, at the ringside or within the ring these days, do I have to tell this man or that to close his gloves when hitting that I wonder if the art, as taught by Donnelly, has been totally lost. There are champions of England who do not know how to hit correctly. Think of it! What would you say to the British carpenter who used a saw badly—an Englishman, credited with being the most thorough workman in the world?

There is a heap of work for Billy Wells, if only those who need him will recognise the fact. There is not a heavy-weight in the country who would not benefit enormously from his tuition. You will, perhaps, hear it said, by those who write or talk in haste, that the boxer type is no good to-day—that what we want is the fighter, the Dempsey. But, strange as it may seem, there are things which even Dempsey and Wells had in common, without which the wildest and most ferocious of cave-men would never stand a chance in the ring.

Indeed, I think so much of Wells as an instructor to-day that I venture to say this. If Tommy Milligan, before going into training for his fight with Frank Moody, a few days ago, had dug out Billy Wells, and said—"They tell me my

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LONDON EXCHANGES.

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Paris 124.20
New York 4.85 1/32
Brussels 34.90
Geneva 25.20
Amsterdam 12.10
Milan 92.75
Berlin 20.35
Stockholm 18.13
Copenhagen 18.19
Oslo 18.19
Vienna 34.42 1/2
Prague 163 1/2
Helsingfors 192 1/2
Madrid 29.36 1/2
Lisbon 107 1/2
Athens 87 1/2
Bucharest 797 1/2
Rio 5 29/32
Buenos Aires 47 11/32
Bombay 1/5 31/32
Shanghai 2/7 1/2
Hong Kong 2
Yokohama 1/10 19/32
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Chartered Bank	\$22 1/2	\$22 1/2	\$22 1/2
Mercantile A. & B.	\$25	\$25	\$25
P. & O. Bank	\$34 1/2	\$34 1/2	\$34 1/2
Bank of East Asia	\$77	\$77	\$77
Insurance			
Canton Insurance	\$690	\$690	\$690
Union Insurance	\$372	\$372	\$372
North China Insurance	\$148	\$148	\$148
Yantai Insurance	\$1550	\$1550	\$1550
China Underwriters	\$2.55	\$2.55	\$2.55
China Fire Insurance	\$275	\$275	\$275
H.K. Fire Insurance	\$500	\$500	\$500
Shipping			
Douglas	\$38 1/2	\$38 1/2	\$38 1/2
H.K. Steamboats	\$28 1/2	\$28 1/2	\$28 1/2
H.K. Tugs & Lighters	\$2	\$2	\$2
Indo-China (Pref)	\$35	\$35	\$35
do. (Def)	\$22 1/2	\$22 1/2	\$22 1/2
Shell Transport	\$105 1/2	\$105 1/2	\$105 1/2
Water-works	\$21 1/2	\$21 1/2	\$21 1/2
Minist.			
Benguet	\$2.15	\$2.15	\$2.15
Kailash Mining Ad.	\$5/-	\$5/-	\$5/-
Langkat (Combined)	\$7 1/2	\$7 1/2	\$7 1/2
do. (Single)	\$5	\$5	\$5
Shanghai Exploration	\$2.45	\$2.45	\$2.45
Rams	\$4 1/2	\$4 1/2	\$4 1/2
Tromoh Mines	\$17 1/2	\$17 1/2	\$17 1/2
Docks, Wharves, Godowns, &c.			
H.K. & W. Wharves	\$138	\$138	\$138
H.K. & W. Docks	\$37	\$37	\$37
China Providents	\$5.35 b 5 1/2 %		
Hongkong	\$155	\$155	\$155
New Engineering	\$75	\$75	\$75
Shanghai Docks	\$103	\$103	\$103
Cotton Mills			
Swan Cottons	\$9.00 b 10 sa		
Oriental Cottons	\$2.40	\$2.40	\$2.40
Shai Cottons (Old)	\$40	\$40	\$40
do. (New)	\$24	\$24	\$24
Lands, Hotels & Bldgs.			
H.K. & S. Hotels	\$8.55 b 8.80 sa		
Hongkong Lands	\$94 1/2	\$94 1/2	\$94 1/2
Shanghai Lands	\$188	\$188	\$188
Humphreys Estates	\$15.10	\$15.10	\$15.10
Hongkong Realities	\$7.85 b 8 sa		
H.K. Territorials			
Prince's Buildings			
Public Utilities			
H.K. Tramways	\$24.05	\$24.05	\$24.05
Peak Tram (old)	\$13	\$13	\$13
do. (new)	\$8.85	\$8.85	\$8.85
Star Ferries	\$65 1/2	\$65 1/2	\$65 1/2
China Lights (comb.)	\$12.40 b 12.60 sa		
do. (old)	\$12 1/2	\$12 1/2	\$12 1/2
do. (new)	\$12	\$12	\$12
H.K. Electric	\$52 1/2 b 53 sa		
Electric (new)	\$51	\$51	\$51
Macao Electric	\$26 1/2	\$26 1/2	\$26 1/2
H.K. Telephones	\$6.70	\$6.70	\$6.70
Shi Shing	\$1	\$1	\$1
Shingapore Traction	\$12/- b 13/- sa		
do. Pref.	\$18/- b 19/- sa		
Industrials			
China Sugars	\$1 sa 70 sa		
Manabon Sugars	\$17	\$17	\$17
Canton Ice	\$5 1/2	\$5 1/2	\$5 1/2
Cements (comb.)	\$2.50	\$2.50	\$2.50
do. (old)	\$8	\$8	\$8
do. (new)	\$1 1/2	\$1 1/2	\$1 1/2
H.K. Ropes (old)	\$5.35	\$5.35	\$5.35
do. (new)	\$5.30	\$5.30	\$5.30
United Asbestos	\$5	\$5	\$5
Stores, &c.			
Dairy Farms	\$22 1/2	\$22 1/2	\$22 1/2
Watsons	\$14	\$14	\$14
Der A. Wings	\$50 cts.	\$50 cts.	\$50 cts.
Jane, Crawford	\$24	\$24	\$24
Macintosh	\$20	\$20	\$20
Sincere	\$3 1/2	\$3 1/2	\$3 1/2
Wm. Yee	\$3.70	\$3.70	\$3.70
Miscellaneous			
H.K. Amusements	\$27 1/2	\$27 1/2	\$27 1/2
H.K. Constructions	\$1.35	\$1.35	\$1.35
B. Ind. G. Bonds	64 1/2	64 1/2	64 1/2
H. K. Govt. Loans	0 % Prem. b		

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WORLD NEWS IN PICTURES.

Former Premier Dies.



Former Premier Giovanni Giolitti, for nearly four decades a power in Italian politics, is dead following a long illness from uremic poisoning. Opposed to Italy's participation in the war, he suffered an eclipse when his country, finally, decided to cast its lot with the Allies against Germany and Austria.

"Come On In, the Water's Fine."



Governor Alfred E. Smith seemed in a sort of shall-I-swim-or-shall-I-not mood as he sat on the edge of a float at Peconic Beach with his daughter, Emily, and her husband, Major Warner of the State constabulary. But once he splashed into the water (see lower picture) he demonstrated a business-like crawl stroke which he varied by swimming on his back and playing porpoise.

New Japanese Envoy.



According to apparently reliable sources, Katsuji Debuchi, vice-minister of foreign affairs in Tokyo, has been chosen as Japanese ambassador to the United States to succeed Tameo Matsudaira, who is now in Japan.

Drifted All Night.



Helen McNamee, 19, Edgartown, R. I., drifted all night in an open rowboat in Nantucket Sound after her escort went overside to rescue an oar and was unable to swim back against the tide. Her small craft finally was cast up on the beach at Davisville.

Oldsters Going Good in St. Louis.



Thanks to four oldsters passed along to them by other clubs, the St. Louis Cardinals are going great guns in the Baseball League. The players responsible are, left to right, George Harper, Rabbit Maranville, Clarence Mitchell and Grover Alexander, all of them on the shady side of thirty-five.

Strangled Her Child.



Mrs. Adeline Letherman, 23, Charlotte, Mich., mother who thrice attempted to commit suicide after strangling her four-year-old daughter Virginia, shown below. The mother was stricken with paralysis and feared a life of poverty, she told police.

An Outdoor Girl.



So classmates of Mrs. Herbert C. Hoover describe her in the days when she lived in Whittier, Cal., and was just "Lou Henry," a student in the Bailey Street High School. The above photo was taken in 1880 on a hunting trip with friends in Wilson, Pa.

Champion Lifesaver.



He doesn't look heroic, nevertheless Joseph Zanetti, an old fisherman of Capri, is reputed to have rescued 274 persons from drowning in the last sixty years. He has just been honoured by the Italian government.

Thirteen Missing in Asylum Fire.



Ruins of the Administration building of the Central Hospital for the Insane, Nashville, Tenn., from which more than a thousand inmates were released during a stubborn blaze. Thirteen of these parties still are missing and fears are entertained for their lives. The damage is put at \$4200,000.

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 Central-22 NEWSPAPER ENTERPRISE, LTD., 3a, Wyndham St.
 Central-22 Sunday Herald, The, 3a, Wyndham St.
 Peak-22 H.K. Tramways, Ltd., General Manager's Res., 358, The Peak.
 Peak-22 Bellamy, L. C. F., Res., 358, The Peak.
 Kowloon-22 Green Island Cement Co., Cement Works, Hok-un.
 Central-23 Anderson, Dr. J. W., Office, Alexandra Bldg.
 Central-23 Aubrey, Dr. C. E., Office, Alexandra Bldg.
 Central-23 Durrant, Dr. J., Office, Alexandra Bldg.
 Central-23 Macgown, Dr. J. C., Office, Alexandra Bldg.
 Central-23 Jordan, Fierces-Grove, Aubrey, Macgown, Anderson & Durrant, Drs., Alexandra Bldg.
 Peak-23 Butterfield & Swire, Little, J. H., Res., 163, The Peak.
 Kowloon-23 Ye Fong Chan, 136, Temple St.
 Central-24 Tak Shun Bank, 155, Queen's Rd. C.
 Peak-24 Reeves, G. W., Res., 112, The Peak.
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 Kowloon-26 Tiu Chan, 91, Ap Liu St.
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 Peak-27 Yapp, P. A., Res., 519, The Peak.
 Kowloon-27 Bond, C., Res., 106, Kowloon Tong.
 Central-28 Police Station, Shaukiwan.
 Peak-28 Chubb, S. F., Res., 50a, The Peak.
 Kowloon-28 "Knutsford Terrace," Private Hotel, 1, Knutsford Terrace.
 Central-29 Mackintosh & Co., Ltd., Alexandra Bldg.
 Kowloon-29 Durrant, Dr. J., Res., 80, Nathan Rd.

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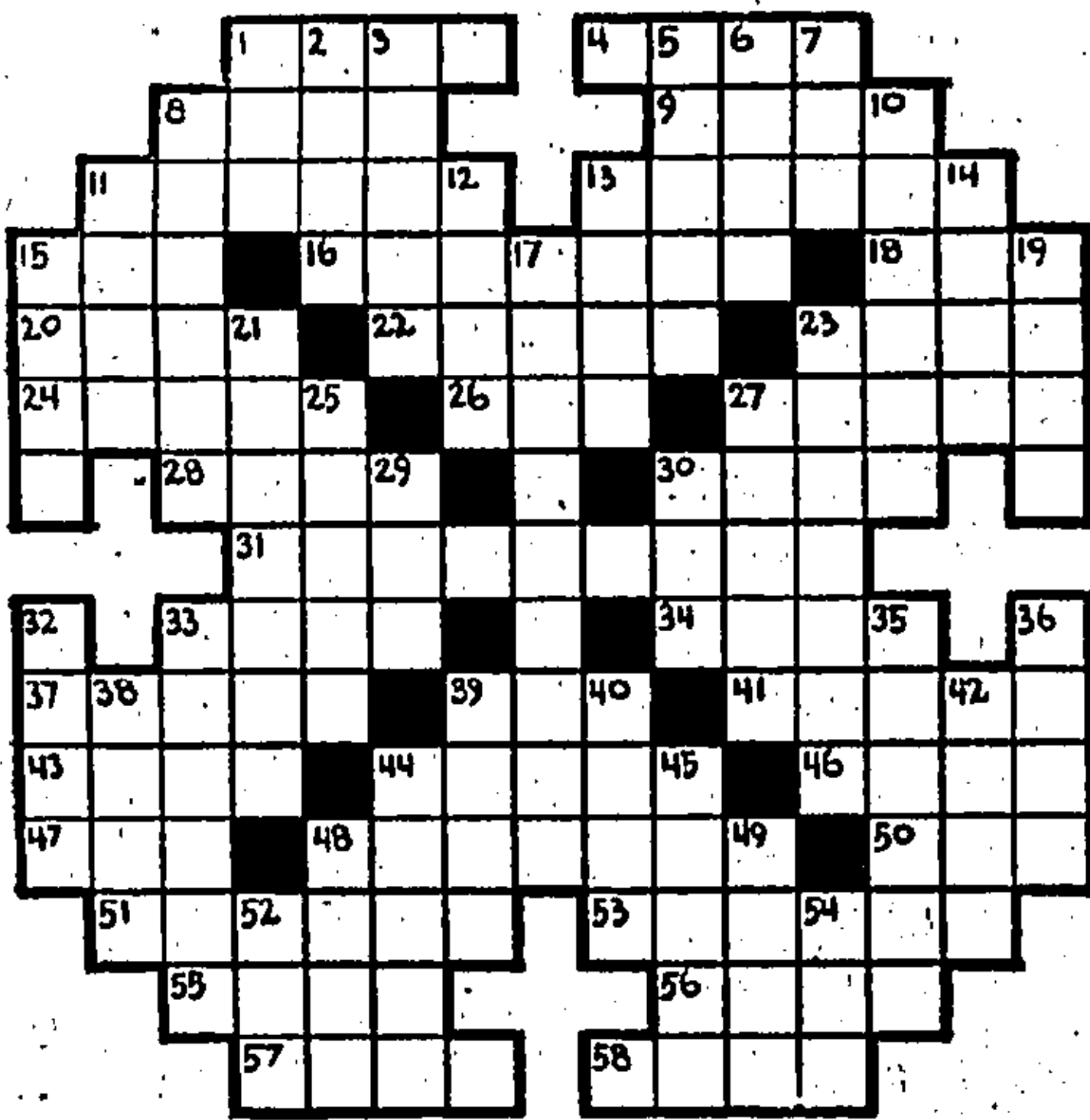
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, glow, and altho.)



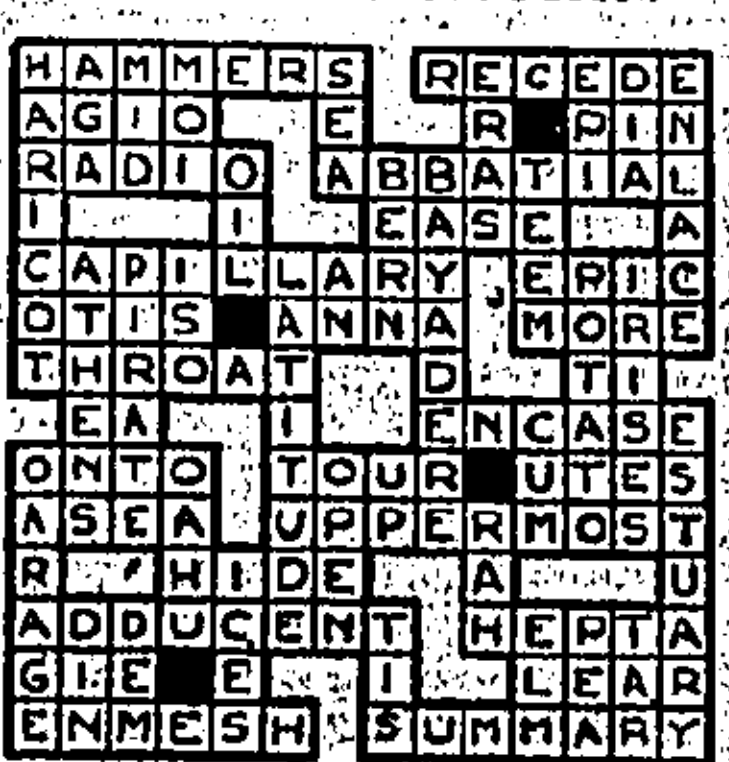
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- | | | |
|---|---|--|
| HORIZONTAL
1-Container for liquids
4-Receives
8-Inner part of the hand
9-Peru
11-Reimbursed
13-Peril
15-Interdict
16-Salary
18-For ahamel
20-Circle
22-Made a mistake
23-Herb of parsley family
24-Motionless
26-Light blow
27-Relates
28-Deprived of hearing
30-Flower
31-Votes on any question
33-Frozen vapor
34-Unlabeled
37-Brightness
38-Division of a drama
41-Ridge of a wave | HORIZONTAL (Cont.)
45-An equal
46-Copper-zinc alloy
48-Narrow band of cloth
47-Sorrowful
49-Maranges
50-Call of a crow
51-Entries on debtor's side
53-Argument
55-Venture
56-Broad smile
57-Loud cry
58-Suitor
VERTICAL
1-The top
2-Exclamation of unhappiness
3-Strike
5-Sigma
6-Curve
7-Bend in the middle
8-Indited
10-Narrow mountain pass
11-Fall in drops from the clouds | VERTICAL (Cont.)
12-Garden earth
13-Profound
14-Small stream
15-Edge
17-Useful
19-Otherwise
21-More verdant
22-Pantry
23-Claw
27-Stracing
28-Not many
30-Decay
32-Poisonous snake (pl.)
33-Planted with seeds
35-Church dignitary
36-Worry
38-Leader
39-Curved lines
40-Former Russian ruler
42-Pair of horses
44-Asiatic plant
45-Prolonged attack
46-Dreadful
48-Fortified with lime
52-To bark
54-Drink slowly |
|---|---|--|

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES
 Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION.



HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:

Island	Feet
Victoria Peak	1822
Signal Station	1774
Mt. Parker	1784
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1809
Tai Koo Sanatorium	1000
Mt. Davis	877
Bowen Road (Afterbeds)	297
Mainland	Feet
Tai Mo Shan	8124
Kowloon Peak	1971

LOCAL AVIATION.

(Continued from Page 8.)

but this might be reduced if the company that supplied the Club would give special rates, which I have no doubt they would.

The general and overhead expenses should not be very great, to be on the safe side I have allowed \$10,000 for them.

By the simple method of adding these figures up we arrive at a total of \$44,250, the estimated running cost of the Club per annum.

I suggest that a Flying Club in Hong Kong would be of great service to the Colony. If it were organized on proper lines there is no reason why its machines and members should not be a sort of Air Force Reserve, or even an Air Squadron for the Hong Kong Volunteers.

If the Club could be started with this idea behind it I think there is a very strong case to put before the Government requesting their wholehearted support.

ASSOCIATE MEMBERS.

To enable those in the Colony who do not wish to take an active part but who desire to support the movement I suggest that there should be two types of membership, "the flying member" and the associate member."

I consider that it should be possible to obtain 200 associate members and 50 flying members, all should pay an entrance fee of \$30, associate members paying \$10 per annum whilst flying members pay \$5 per month.

If the Government would use the Club machines and its members as a local Air Force, they should support the Club by a yearly subsidy of about \$35,000. Then if members paid \$10 per hour for dual instruction and \$5 per hour solo flying the Club would be able to run very successfully.

HOW IT WORKS OUT.

The costs for the flying member for his first year would work out, Entrance Fee \$ 30
 Monthly Subscriptions 60
 Dual Instruction 8 hours 80
 10 hours' Solo Flying 50

Total \$220

After this let us assume that the member flies four hours per month. It will therefore cost him \$25 per month or \$300 per annum.

At this early stage, I do not think there is very much more that I can say, but I would like to ask one or two people to join me in forming a Committee, who can work the suggestion up and investigate the whole question with a view of placing proposals before the Government.

THE COMMITTEE.

Mr. Vaughan Fowler mentioned that Mr. C. D. Lambert was quite prepared to help, but he wanted other names of people who would help to get out details to place before the Government. With regard to the Chinese community, he

thought that they could deal with them at a later date.

Mr. M. F. Key offered to help with secretarial work, an offer which was accepted, and Mr. A. W. Summers also signified his desire to join the committee.

REPLIES TO QUESTIONS.

Replying to questions by Lt.-Col. F. Hayley Bell, D.S.O., Mr. Vaughan Fowler said he thought there was a movement on foot by a local person to buy his own machine. There was no reason why one should not buy an aeroplane as it could be looked after by the club at reasonable rates.

RESPONSIBILITY.

On the question of responsibility in the event of an accident, Mr. Vaughan Fowler said that the club would be insured against all third-party risks. If, however, a man

pilots to fly to Canton and for people in Canton to fly to Hong Kong. "I don't think any restrictions will be placed on civil flying."

CUSTOMS RESTRICTIONS.

Mr. Vaughan Fowler also said that eventually the Kai Tak aerodrome would become a Customs Aerodrome and, immediately that happened, machines would take off from there with their customs papers. If a pilot was going out of the Colony he would have to leave from a Customs Aerodrome and land at a Customs Aerodrome in the next country. If one was unable to land at such an aerodrome one would have to report the matter immediately to the police so that they could take steps to ensure that the machine was not carrying contraband. Otherwise a pilot could land anywhere.

Tragic Figure in Bootleg Murder.



Leo Boice, Hoboken stevedore, was shot to death in a "two-plat" killing by a Customs guard, "Quick Trigger" Jim MacGuckin, was accused. Here is Peggy Boice's three-year-old daughter, laying flowers on her father's grave.

killed himself that was his own affair. If a member landed on someone else, or a sampan, and killed the occupants, the club would be insured against that. The club, however, would not insure a machine, no claim would be brought against the flier as the insurance would also cover that.

CANTON SCHEME.

Replying to a question by Mr. C. J. Cooke as to where a pilot could fly, Mr. Vaughan Fowler replied he thought that they would be able to fly anywhere they liked. He continued that a similar civil aviation scheme was being considered in Canton and he understood that the people in Canton were quite willing for Hong Kong

Answering another question, with regard to theoretical instruction, Mr. Vaughan Fowler said it would be necessary to have classes for the teaching of theory, which would probably be done by the pilot instructor and the ground engineer. Perhaps a nominal charge of about \$5 would be made but details would have to be gone into later.

It was also announced that Lt.-Col. L. G. Bird, D.S.O., (the Volunteers Commandant) and Mr. R. Sutherland (who is now absent) had signified their willingness to help.

The meeting closed with a vote of thanks to Messrs. Jardine, Matheson & Co. for the use of their board room.

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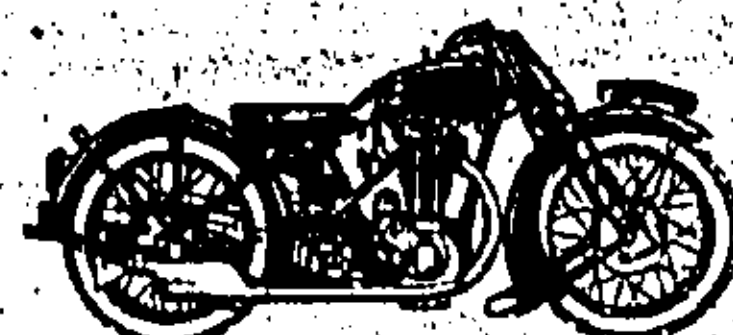


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The Hong Kong Postal Guide for 1928 is now on sale at the General Post Office and Kowloon Post Office at the price of 50 cents a copy.

INWARD MAILS.

From	Per	
SATURDAY, SEPTEMBER 15.		
U.S.A., Canada, Japan and Shanghai	President Grant	(Ship due 7 p.m. 14th)
Straits	Talamba	
Shanghai and Swatow	Shantung	
SUNDAY, SEPTEMBER 16.		
Straits	Hakusan Maru	
Manila	Pres. Jefferson	
TUESDAY, SEPTEMBER 18.		
Japan	Tango Maru	
Straits	Mirzapore	
THURSDAY, SEPTEMBER 20.		
Australia and Manila	Aki Maru	
SATURDAY, SEPTEMBER 22.		
U.S.A., Honolulu, Japan and Shanghai	Pres. Van Buren	
MONDAY, SEPTEMBER 24.		
Canada, U.S.A., Japan and Shanghai	Empress of Canada	

OUTWARD MAILS.

For	Per	
FRIDAY, SEPTEMBER 14.		
Sam Shui and Wuchow	Kong Ning	4.30 p.m.
Holhow	Apocoy	5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 13th Oct. K.P.O. Parcels 4.30 p.m. Registration (Sept. 15th) 9 a.m. Letters (Sept. 15th) 10 a.m. G.P.O. Parcels 5 p.m. Registration (Sept. 15th) 9.45 a.m. Letters (Sept. 15th) 10.30 a.m.	Kalyan	
SATURDAY, SEPTEMBER 15.		
Japan and *Victoria, B.C.—due Victoria, B.C., 8th Oct.	Tyndareus	10 a.m.
Straits and Calcutta. Parcels noon.		
Letters 1 p.m.	Kumsang	
Swatow and Amoy	Anhui	1.30 p.m.
Manila	President Grant	4.30 p.m.
Amoy and Formosa	Fooksang	5 p.m.
Shanghai and Europe via Siberia	Sunning	6 p.m.
SUNDAY, SEPTEMBER 16.		
Swatow, Amoy and Formosa	Kishu Maru	9 a.m.
Bangkok via Swatow	Kwangchow	9 a.m.
MONDAY, SEPTEMBER 17.		
Shanghai and *Japan	Hakusan Maru	10.30 a.m.
Swatow	Hydrangea	2.30 p.m.
*Japan, Canada, U.S.A., C. & S. America and *Europe via Victoria, B.C.—due Victoria, B.C., 8th Oct. Parcels 8 p.m. Registration 4.15 p.m. Letters 5 p.m.	President Jefferson	
Fort Bayard, Holhow and Haiphong	Song Bo	5 p.m.
Shanghai	President Jefferson	6 p.m. (Letters only)

*Correspondence bearing vessel's name only.

AMERICA'S "NON-STOP" RACE RESULT.

"ART" GOEBEL WINS.

FROM NEW YORK TO LOS ANGELES IN 23 HRS., 50 MINS.

\$12,500 PRIZE.

Minesfield, Los Angeles, Yesterday.

"Art" Goebel has won the non-stop Air Race in 23 hours, 50 minutes.

Goebel was the winner of last year's Trans-Pacific flight for the prize offered by the millionaire, Mr. Dole. — Reuter's American Service.

[A telegram from New York, dated the 12th inst., stated:—Nine aeroplanes took off this morning from the Roosevelt Field on a 3,000-mile non-stop race to Los Angeles.

The competitors are likely to have to face fog and adverse weather in the Middle West regions.

The race is the principal feature of a series of aerial events in connection with an Aeronautical Exposition at Los Angeles.

The winner is to receive \$12,500, whilst other prizes total \$10,000.]

Later.

Goebel Disqualified. It is announced that Goebel made a forced landing at Prescott, Arizona, and is, therefore, automatically disqualified. — Reuter's American Service.

HIGH AND DRY.

WHILE THE CREW GO TO SLEEP!

HUNG UP BY BOW.

Not for the first time has a steam launch been tied to a Praya wharf, and the crew retiring for the night, soon find themselves in difficulty by the capsizing of the boat on the tide receding.

This was the experience of the crew of the steam launch "Helle" at the Sai Kong wharf last night.

At 9 o'clock, high tide, all was secured and the crew went to sleep. By 11 o'clock the tide had gone out and the bow was high and dry. The stern, however, became submerged, water poured in over the side, the crew fled, and the launch sank in shallow water.

Salvaging operations began this morning.

"EVER-READY."

AN ALLEGED INFRINGEMENT OF TRADE MARKS.

At the resumption of the hearing of the case in which the National Carbon Corporation, U.S.A., manufacturers of the "Ever Ready" torch and batteries are charging the Cheung Wah Battery Co., 189, Lai-chikok-road, on five counts relating to false trade descriptions and trade marks, Mr. C. A. S. Russ who appeared for the defence, submitted that he had no case to answer.

With regard to the general get up and colour scheme of his client's batteries, it was absurd to think that they were an infringement of complainants' goods, argued Mr. Russ. It could not possibly be an infringement, and only "lunatics and fools" would think so.

Mr. J. R. Hugh Jones, for the prosecution, said that the word "Ever-Ready" had been registered in Hong Kong as a trade mark. That had been done only on the ground that it had been long on the market as such, and was consequently well known.

MME. CHIFFON.

ACTION IN THE SUMMARY COURT.

"The defendant had dishonoured three bills of exchange," remarked H. C. Macnamara, in the Summary Court this morning, when he appeared for Messrs. L. Rondon, who sued Madame Chiffon for \$1,000.

Mr. C. A. S. Russ, for the defence, said that he had written a letter containing a certain request to Mr. Macnamara but he had received no reply. He was asking for security of costs. The defendant, it was understood, was out of the Colony.

The case was adjourned until October 16.

WOMEN AND LEAGUE OF NATIONS.

DESIRE TO HELP.

CHINA'S DELEGATE REFERS TO SEX EQUALITY.

OTHER TOPICS DISCUSSED.

Geneva, Yesterday.

Women's claim for a sphere of influence in the League's activities was brought up at the first meeting of the Economic Committee, which recommended the Governments to include women in their delegations to the codification of the International Law Conference to be held at The Hague in 1929.

Mr. Lea Hoi (China) supporting, said the Nationalists recognised complete sex equality as an essential principle and had already appointed women to administrative diplomatic posts.

Wireless Station.

Before the Committee appointed to study the desirability of establishing a League wireless station, Earl Lytton said the Government of India had instructed him to oppose the establishment of a station at India at present.

does not possess a station capable of receiving radio messages from Geneva, and they were not prepared to go to the expense of erecting a special station therefor.

Baron Sato (Japan) doubted whether the emergency would arise often enough to justify such an establishment.

Dangerous Drugs.

Before the Committee which is examining the work of the League's Advisory Committee on the traffic in opium and other dangerous drugs, an Italian member dilated on the increase of production of opium and drugs, which, he declared, exceeded the evils of opium smoking.

The Japanese delegate welcomed the approaching application of the Geneva Opium Convention of 1925, and the Indian delegate, Sir K. Reddi emphasised the sacrifices and measures adopted by the Indian Government in the control of opium and hoped the convention of 1925 and prove more successful than the convention of 1912.

The Rhineland.

A more favourable atmosphere for the solution of the evacuation question is said to prevail following a further two-hour meeting of the representatives of interested Powers. Another meeting has been arranged for September 16 upon the return of M. Briand, who is going to Paris to-day to attend a Cabinet meeting.

League Budget.

The rapid increase of the League expenditure was a matter of concern to the Committee dealing with the draft budget for 1929, requiring 9 per cent. over last year.

A resolution was passed in favour of a reasonable limitation by the reduction of the number of conferences. It was also recommended that the estimates for economic organisation, transit organisation, opium, humanitarian activities and the codification of international law be scrutinised with a view to the curtailment of expenditure.

"Intimations."

The "Intimations" referred to in the report of Lord Cushendun's cable yesterday were not actual replies to the Governments concerned.

The Budget.

A corrected telegram states that in the Budget for 1929 credits are demanded representing 9 per cent. compared with those of last year. — Reuter.

For the anniversary of the Great Japanese earthquake, the Women's Christian Temperance Union and the Minors' Temperance Union took steps to advocate a liquorless day in Dairen. In commenting on the circumstance the "Manchuria Daily News" mentioned that the total money spent in drink in all Japan is placed at ¥1,500,000,000 annually, quite three times as much as is expended on the education of all kinds and grades in the country.

The total death-roll in the Great Earthquake was 81,000 people, whilst the cases of death from choleraic poisoning run up to 140,000 a year.

SERIOUS SITUATION IN FRENCH GUIANA.

DEATH SEQUEL.

INSURGENTS SHOOT MAGISTRATE AND OTHERS.

RIOTS SPREADING.

Rio de Janeiro, Yesterday.

A message from Para says a serious situation has arisen in French Guiana (where there was rioting last month following the supposed poisoning of M. Galmot, the Colony's ex-Deputy to the French Parliament).

The adherents of Galmot have revolted and a magistrate and others are reported shot.

Insurgents are in possession of the telegraphs. It appears the revolt spread from Cayenne to Saint Laurent and Saint Georges. — Reuter.

AN ESTATE.

BELONGING TO THE LATE MR. W. B. HARRIS.

The re-sealing of probate and two codicils in connection with the estate of Mr. W. B. Harris has been granted to Mr. M. H. Turner, of Messrs. Deacons. The estate amounts to \$1,800 in Hong Kong, and in England to £17,804 4s. 4d.

Mr. Harris, late of the White House, Hays, Kent, died on December 30, 1927, at No. 28, Marlborough, South Kensington, Middlesex. He was an insurance broker of Lloyds, London.

He appointed as trustee and executors, Mr. H. F. Pearson, No. 22, College Hill, London solicitor, and Mr. W. L. Carry, brother-in-law, and Mr. G. Bentham Rae, of No. 31 Threadneedle-street of the London Stock Exchange, who was also appointed guardian of deceased's children.

YAUMATI MURDER.

HEARING OF CASE FIXED FOR FRIDAY NEXT.

After several remands, a date was fixed by Mr. W. Schofield, at the Kowloon Magistracy this morning, for the case in which a Chinese named Lo Tung has been detained in police custody in connection with the double murder, some few weeks ago in Woo-sung-road, Yaumati.

AN EXAM. AT NANKING.

Shanghai, Yesterday.

It is announced that a competitive examination is to be held at the Nationalist Foreign Ministry, Nanking, on Nov. 1, for the purpose of filling thirty vacancies in the Chinese diplomatic and consular services. — Reuter.

COLONY OF TIMOR.

As the Colony of Timor, which receives some of its support from the Colony of Macao, has had a financial deficit for years, each year worse than its predecessor, and has apparently made no efforts to improve its position, the Portuguese Government are preparing a decree, shortly to be published, withdrawing financial autonomy from Timor and setting forth exactly what is to be done to try and balance the Colony's Budget.

Two men, who were charged by Capt. Hardinge with boarding the s.s. "Fook On" without permission, were each fined \$10. In another case two boatmen were each fined \$10 for making fast whilst the vessel was still under way. The cases were heard by Commander J. B. Nevill, D.S.O., R.N., yesterday.

One of the two companions of Mr. John Hornby, the English explorer (their bodies were found in a lonely hut in the wilds of North-West Canada), was Mr. Edgar Christian, aged 20, the son of Lieut.-Col. W. F. Christian, D.S.O., Royal Artillery, who is serving in China, where Mrs. Christian and others of the family are to join him in December.

ROMANCE AND DANGER IN A STIRRING DRAMA OF RUSSIA IN THE THROES OF REVOLUTION.

Cecil B. De Mille's

Production

"The VOLGA BOATMAN"

With

WILLIAM BOYD—ELINOR FAIR
VICTOR VARGONI—JULIA FAYE
THEODORE KOSLOFF.

The story of the supreme love of a Princess for a peasant boatman in storm-swept Russia—Romance, danger and thrills in one of the most absorbing films of the season!

Produced by the Director of "THE TEN COMMANDMENTS."

AT THE **QUEEN'S** TO-DAY TO SUNDAY.

At 2.30, 5.10, 7.15 & 9.20.

THRILLS AND ROMANCE IN A NEW SUPER WESTERN!

SPOILERS OF THE WEST

With

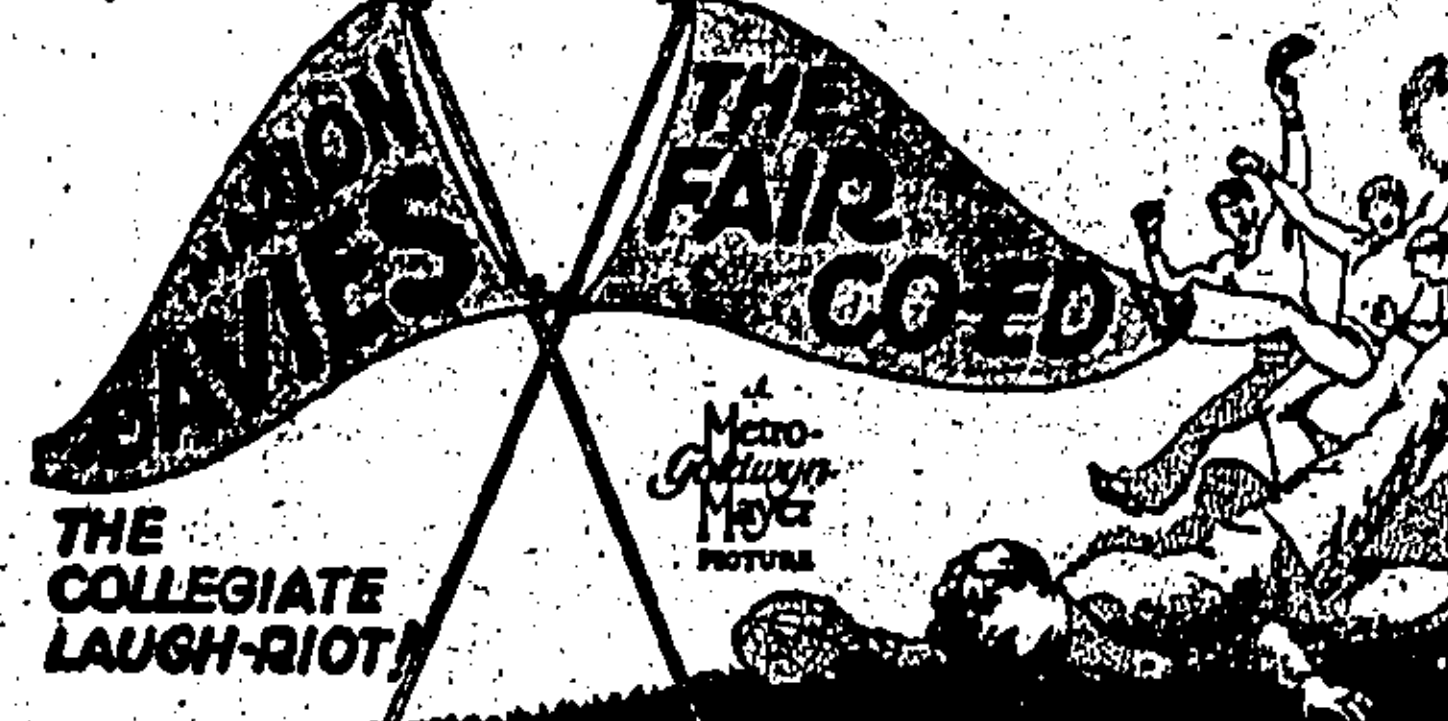
TIM MCCOY
MARJORIE DAW.

A splendid picture of war and love with a surprise ending!

AT THE **WORLD** TO-DAY & TO-MORROW

Orchestra 5.15 & 9.20.
Interpreter 2.30 & 7.15.

HILARIOUS ESCAPADES IN LOVE AND ATHLETICS!



AT THE **STAR** TO-DAY & TO-MORROW

Continuous 2.30 to 11.15.

AN ALUMINIUM SHAKER GIVEN FREE WITH EVERY TIN.

Thompson's "DOUBLE MALTED" Sweet Chocolate Flavor Malted Milk

Obtainable from all Stores, Dispensaries, Hotels and Restaurants.

Sole Agents:—**HUI & HUI CO.**, Alexandra Building.

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